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Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	8.40	8.15	10.30	12.00	1.15	2.35	5.29	7.10
Yau Ma Tei	8.50	8.25	10.39	12.09	1.24	2.44	5.38	7.19
Shatin	9.02	8.36	10.51	12.21	1.36	2.56	5.51	7.31
Tai Po	9.16	8.49	11.04	12.34	1.49	3.09	6.04	7.44
Tai Po Market	9.31	8.53	11.19	12.49	1.53	3.13	6.08	7.48
Fanning	9.46	9.08	11.34	13.04	2.08	3.28	6.23	7.53
Shung Shui	10.01	9.23	11.49	13.19	2.23	3.43	6.38	8.08
Shum Chun	10.16	9.38	12.04	13.34	2.38	3.58	6.53	8.23

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Chun	7.21	8.05	10.39	11.40	3.00	4.17	5.13	6.48
Shung Shui	7.36	8.19	10.54	11.55	3.15	4.32	5.28	6.53
Fanning	7.51	8.34	11.09	12.10	3.30	4.47	5.43	6.68
Tai Po Market	8.06	8.49	11.24	12.25	3.45	5.02	5.58	6.83
Tai Po	8.21	8.64	11.39	12.40	3.60	5.17	6.13	6.88
Shatin	8.36	8.79	11.54	12.55	3.75	5.32	6.28	7.03
Yau Ma Tei	8.51	8.94	12.09	13.10	3.90	5.47	6.43	7.18
Kowloon	9.06	9.09	12.24	13.25	4.05	5.62	6.58	7.33

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	8.40	8.15	10.30	12.00	1.15	2.35	5.29	7.10
Yau Ma Tei	8.50	8.25	10.39	12.09	1.24	2.44	5.38	7.19
Shatin	9.02	8.36	10.51	12.21	1.36	2.56	5.51	7.31
Tai Po	9.16	8.49	11.04	12.34	1.49	3.09	6.04	7.44
Tai Po Market	9.31	8.53	11.19	12.49	1.53	3.13	6.08	7.48
Fanning	9.46	9.08	11.34	13.04	2.08	3.28	6.23	7.53
Shung Shui	10.01	9.23	11.49	13.19	2.23	3.43	6.38	8.08
Shum Chun	10.16	9.38	12.04	13.34	2.38	3.58	6.53	8.23

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Chun	8.12	10.38	11.40	3.00	4.17	5.13	6.48	
Shung Shui	8.27	10.53	11.55	3.15	4.32	5.28	6.53	
Fanning	8.42	11.08	12.10	3.30	4.47	5.43	6.68	
Tai Po Market	8.57	11.23	12.25	3.45	5.02	5.58	6.83	
Tai Po	9.12	11.38	12.40	3.60	5.17	6.13	6.88	
Shatin	9.27	11.53	12.55	3.75	5.32	6.28	7.03	
Yau Ma Tei	9.42	12.08	13.10	3.90	5.47	6.43	7.18	
Kowloon	9.57	12.24	13.25	4.05	5.62	6.58	7.33	

SHA TAU KOK RAILWAY.

Stations	Dep.	Arr.	Stations	Dep.	Arr.
Fanning	7.45	11.30	2.25	6.25	
Shatankok	8.40	12.25	3.15	7.20	

Stations	Dep.	Arr.	Stations	Dep.	Arr.
Fanning	7.45	11.30	2.25	6.25	
Shatankok	8.40	12.25	3.15	7.20	

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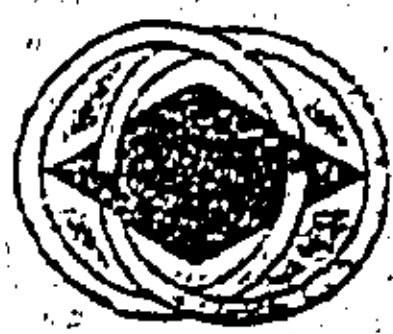
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SUN CHANG	SUN CHANG	5 "
SUN CHANG	CHING LUNG TOW	3 "
CHING LUNG TOW	TAI LAM CHUNG	7 "
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[1402]

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| 1 Pt. D.O.M. | 1 Qt. Old Brown Sherry R.S. |
| 1 Qt. Martell's XXX Brandy. | 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 3 Qts. King Geo. IV. or Perfection Whisky. | 1 Qt. Burgoyne's Burgundy. |
| | 1 phial Pomeranian Bitters. |

No. 2 HAMPER—\$30.

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|--|
| 1 Qt. Guillemart Champagne. |
| 1 Pt. D.O.M. |
| 1 Qt. Burgoyne's Burgundy. |
| 1 Qt. Martell's XXX Brandy. |
| 2 Qts. King Geo. IV. or Perfection Whisky. |
| 3 Qts. Tawny Dry Port. |
| 2 Qts. St. Julien Claret. |
| 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 1 Qt. V. de Pato Sherry. |
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| 1 Qt. Burgoyne's Burgundy. |
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| 2 Qts. Sup. R.O. Port. |
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YOUTH'S PROTEST.
THE RIGHT TO SATISFY ONESELF.
A LETTER TO A FATHER.

[BY ALBO WAUGH.]

The following letter from an undergraduate at Oxford may be assumed to have passed in different forms a number of times through the post during the last few weeks. Where the arguments it presents have not been expressed in writing, they have been in personal discussions, and where they have been neither written nor discussed, they have been thought. The attitude that is taken here would seem to be what politicians are in the habit of describing as both typical and symptomatic. At any rate, here the letter is:

"I am very sorry, my dear father, the letter runs, 'that my career in Oxford is making you unhappy. I have done, you say, extremely little work during the last three terms, and unless I put in about ten hours work a day my chances of getting even a second are most unpromising. Well, father, I have never attempted to deceive you. I have never pretended that I was working when I was not. I worked extremely hard to get my scholarship, because I knew that probably I should not be able to come up without it. I worked fairly hard to pass my history previous, because had I not passed it I should have lost my scholarship. If I had worked harder I should probably, you say, have got 'distinction.' I am vain enough to agree with you. I think I should. But I did not want distinction. I only wanted not to lose my scholarship. That was a year ago. Since then I have done the minimum of work. I am quite frank, you see. I confess to it. I have done practically no work at all. It is most unlikely that I shall get a second, though I shall be surprised if I do not get a third."

"Thirty years ago I should have been told, I know, that my behaviour was unkind and ungrateful, that the least I could do in return for all that you had done for me was to get a first. That was the old attitude, and perhaps, father, that is the difference between our generations. You went up to Oxford feeling that you owed it to your father to get a first. For twenty years, you said, 'my father has given me a home, affection, and an education. He has worked during those years extremely hard. He has denied himself a great deal so that I might go to a good school. He has the right now to ask something of me in return. It will give him immense pleasure if I get a first. At least I will do my best to give it him.'"

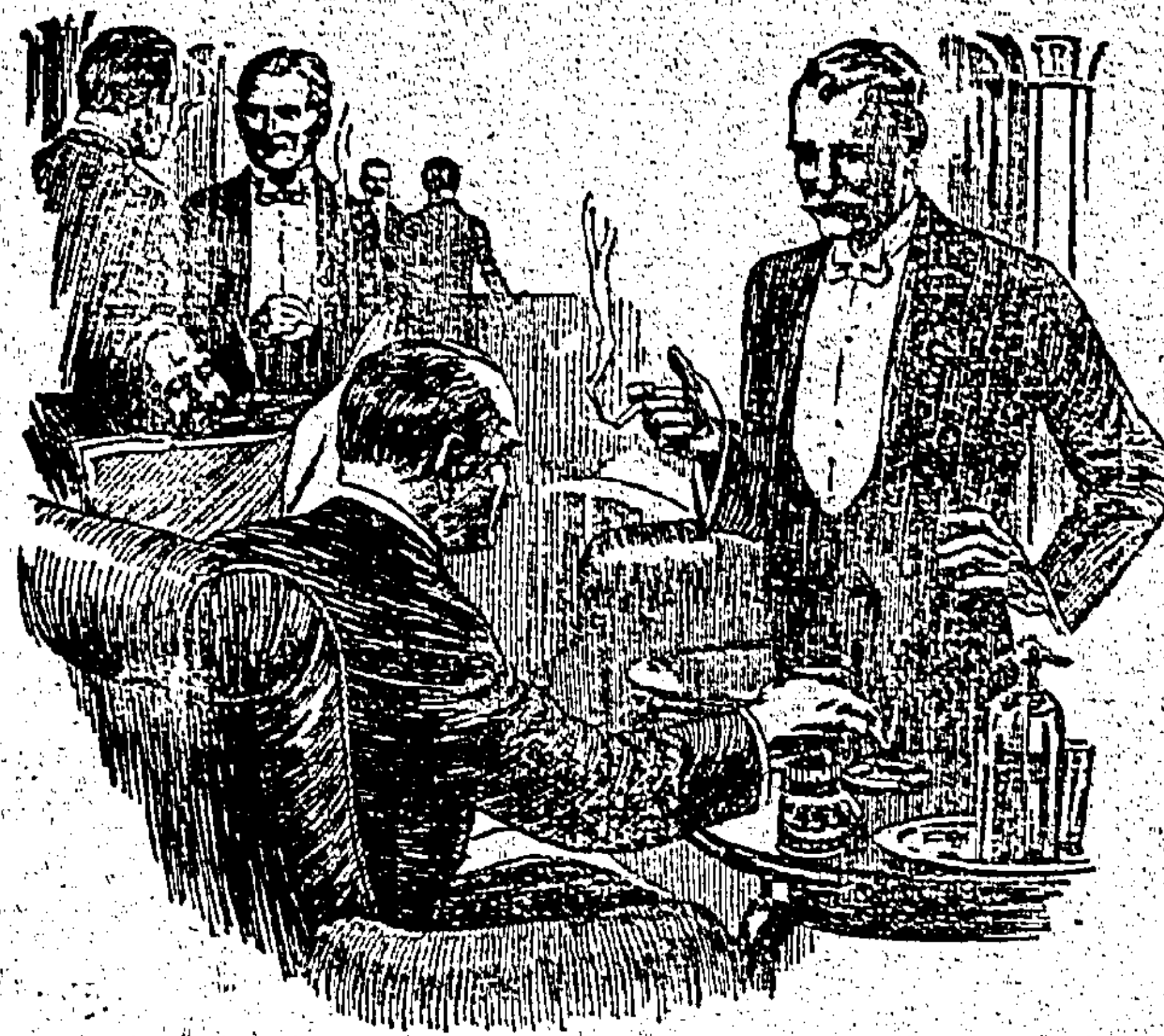
"That is the way we are told in copy-books that we should feel towards our parents. But is it a compliment to them, after all, that we should feel like that? Is it not as good as saying that our career is nothing more than a focus for parental pride; that our parents are asking us to succeed, not for our sakes, but for theirs, so that they shall be able to say in their clubs, 'My boy made eighty yesterday against Shrewsbury,' or 'My boy has got a scholarship?'—Isn't it as good as saying that our parents send us to schools and colleges, not that we shall fit ourselves to take up our share in the world's work, but that we shall provide them with opportunities for self-justification? That we are, in fact, to live not our life there, but theirs; that school and Oxford are not to be the foundation to our careers, but the coping-stones of theirs? Is not that what it comes to really, the theory that we are to do at Oxford the things our parents expect of us instead of the things that we feel are going to be of value to ourselves?"

"That, father, I know has never been your attitude. Do you remember saying to me four years ago, when we were discussing whether I should try for a history or a classical scholarship, that it was really more my concern than yours and my headmaster's? 'You will be here,' you said, 'forty years after he and I are out of it. It's for you to decide which way your inclinations lie.' You will say, perhaps, that there is no real parallel between the two occasions: that the point at issue then was the subject at which I was to work; whereas, now the question is whether I am not to work or work. But they are really, I think, very similar. For ultimately they come to the same thing, by the following of which path shall I be the better off twenty years from now? To me my way seems the wiser."

"I am not going to be a school master or a barrister or a civil servant. And I cannot help feeling that outside the learned professions the distinction between a first and third is not going to matter much. Not enough, at any rate, to make me feel that the gaining of it would compensate for the number of things I should have to lose by working for it. I should, as you say, if I were to get a first have to work during the next three terms for nine or ten hours a day. I should have to drop the Union and the O.U.D.S. I should have to give up rowing and the many hours I have spent in the Bodleian in disreputable study. There would be an end of those long wars of dialectic that sharpen one's faculties more than lengthy study, and which one will never anywhere else be able to enter so fully. I should have to give up all that, the best part, the most valuable part, so it seems to me, of Oxford—and for what? For a label, a word, a name."

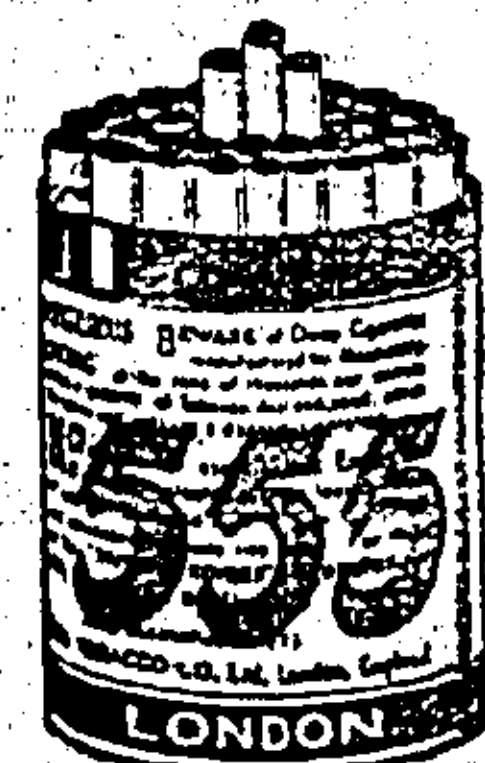
"I know what you will answer, that if one undertakes a thing one must see it through; that the mere discipline of work, even if the value of the prize is negligible, is the finest of all trainings; that to be slack in one thing is to be slack in other things. But, father, I am not a slacker. I am merely throwing my energies into other things; into things that appear to me to be more important. I may be wrong, of course. It may be that I am making a great mistake in not doing the conventional thing, the thing that is expected of me. If I am wrong I shall have to pay for it. I am prepared for that. It is, after all, my own career, and if I fail it will be myself that will have to suffer."

"That, at any rate, father, is the way in which I and my friends look at things. We are prepared to pay for our mistakes, but we have, we consider, the right to satisfy ourselves that they are mistakes and not, as we think them now the ways of wisdom."—Sunday Times.



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3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is driven.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

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HONGKONG SHARE MARKET. THE WEEKLY REPORT.

HONGKONG, December 5th.
The period under review has seen rather less activity in the local market, and though there have been improvements here and there, rates have for the most part shown an easier tendency. Prospective buyers of most stocks are holding off hoping for lower rates.

The tone of the market in the North is good, interest being chiefly centred in Shanghai Docks and Cottons which have marked an advance in price.

Banks.—Hongkong and Shanghai Banks have again been dealt in at \$1.175 closing with buyers at \$1.170. The latest cable quotation from London is 2139 (middle).

Marine and Fire Insurances.—Unions were placed at \$370 but have since fallen away to \$365. Yangtzes have been negotiated at \$42. It is announced that the Union Insurance Society will take over the working of the Yangtzes Insurance Association, and will issue to shareholders a Union share in exchange for every 2 Yangtzes, subject to confirmation. Hongkong Fires have slipped to \$635. Cottons are wanted at \$730 and China Fires at \$130.

Shipping.—A strong demand for "Star" Ferries lifted the price to \$118, but the market closed easier with sellers at \$113. Hongkong, Canton and Macao Steamboats after having advanced to \$37 are in request at \$36. Union Waterboats are enquired for at \$18 and probably a little more would be paid. Douglas Steamships have weakened and sales have been made at \$37.

Refineries.—No business has been reported under this section and rates remain unchanged.

Oils and Mining.—Langkats (combined) have further strengthened and after sales at \$15.15 there are buyers at \$15.15. "Shells" continue in demand at \$4/8. Tronohs have hardened and could be placed at \$4/-. Benguets are saleable at P.2.80.

Electric Companies.—Hongkong Electric, after weakness, close a little firmer with sales reported at 143. Hongkong Trams after having recovered to \$504 have sellers at \$50. China Lights (combined) were dealt in at \$24 but have since fallen away to \$22. The Company has declared a dividend of 75 cents per share on the old shares, and 8.67 cents on the new shares of \$1 paid up. The profit, which amounts to \$355,259.50, shows an increase of \$130,527.41 over last year's figure.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have further declined to \$149. Hongkong and Kowloon Wharves have also weakened and have changed hands at \$206. Shanghai Docks are ruling strong and have advanced to \$15.104. New Engineerings are also higher with buyers at \$15.75.

Land, Hotels and Buildings.—Hongkong Lands have shown an easier tendency and were sold down to \$103 but the market has recovered to \$106 at the close. Hongkong and Shanghai Hotels have likewise weakened and have been sold down to \$173 and \$17 for the old and new shares respectively. Humphreys Estates are on offer at \$221. Realty were booked at \$21, but have since slipped to a nominal quotation. Prince's Buildings continue in demand at \$150.

Cotton Mills.—Ewos have been ruling firm and, with very few cash shares coming out, the market has advanced to \$15.50. Shanghai Cottons (old) have appreciated to \$15.51 and the new to \$15.53. Oriental are to be had at \$15.45.

Miscellaneous.—There are buyers of Dairy Farms at \$24, after sales at \$23. Green Island Cements (combined) have been taken off the market at \$24. China Providents (old) have been negotiated at \$18 and continue in request, while the new shares have lapsed to a nominal quotation of \$3. Constructions are a shade firmer and have been bought at \$8. Lane Crawfords have come to business at \$18.80. Taxicabs are on offer at \$33 and Wm. Powells at \$15. Peak Trams (new) have buyers at \$113. Watsons (new) were done at \$12, but have since lapsed to a nominal quotation.

Exchange.—The T.T. selling rate, on London to-day is 2/43 and on Shanghai 723.

Forward Settlement Days.—December 23rd (Tuesday); January 30th (Tuesday); February 24th (Tuesday) and March 24th (Tuesday).

TRADE OF FORMOSA, 1923-24. JAPAN'S SHARE 80 PER CENT.

His Majesty's Consul at Tamsui reports the total value of imports into Formosa during 1923 was Y.110,129,492, as compared with Y.119,068,209 in 1922, whilst exports were valued at Y.198,564,502 and Y.157,604,975 respectively. The foreign share of Formosa's trade showed some increase during 1923 and the first three months of 1924, particularly during the latter period, when the proportionate increase of the foreign share, so far as indicated by Customs statistics, was over 50 per cent. Japan maintained its wonted share of about 80 per cent. of the total, but a certain deduction must be made in respect of goods of foreign origin imported via Japan.

Camphor had a somewhat unsatisfactory year, owing to the reduction in exports to most foreign countries, notably the United States, while those to Japan and also to France showed a slight increase. The total exports amounted to some 428 million lb., of which over one-third went to Japan, just under one-third to the United States, one-eighth to France, and the remainder mainly to the United Kingdom. The first three months of 1924 showed a further big drop to all foreign countries except France, while Japan's share underwent an increase.

Production of coal in 1923 amounted to 1,445,000 tons. Exports in 1923 were stationary, in the neighbourhood of 600,000 tons, but in the first three months of 1924 the low exchange value of the yen and other circumstances favoured the trade, and foreign exports increased 50 per cent. over those for January-March 1923. Formosan coal goes mainly to Hongkong, but Japan takes a certain amount of dust. Work on the new coal-loading wharves and equipment is in progress at (Continued at foot of next Column.)



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Of course, sir, tastes differ. Some people have judgment and others have none. But I've more respect, sir, for the man who smokes always an inferior cigarette than the man who smokes good ones one day and just anything the next. Yes, sir, I can say it positively hurts to hand Ken'sitas to such smokers. Ken'sitas were not intended for such poor judges because Ken'sitas are too good to waste. No, sir, they were made for you and all good judges of good cigarettes.

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[1196]

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant, will be subject to Rest.

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No Fire Insurance has been effected.
Bills of Lading will be countersigned by
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Hongkong, 1st December, 1924. [1556]

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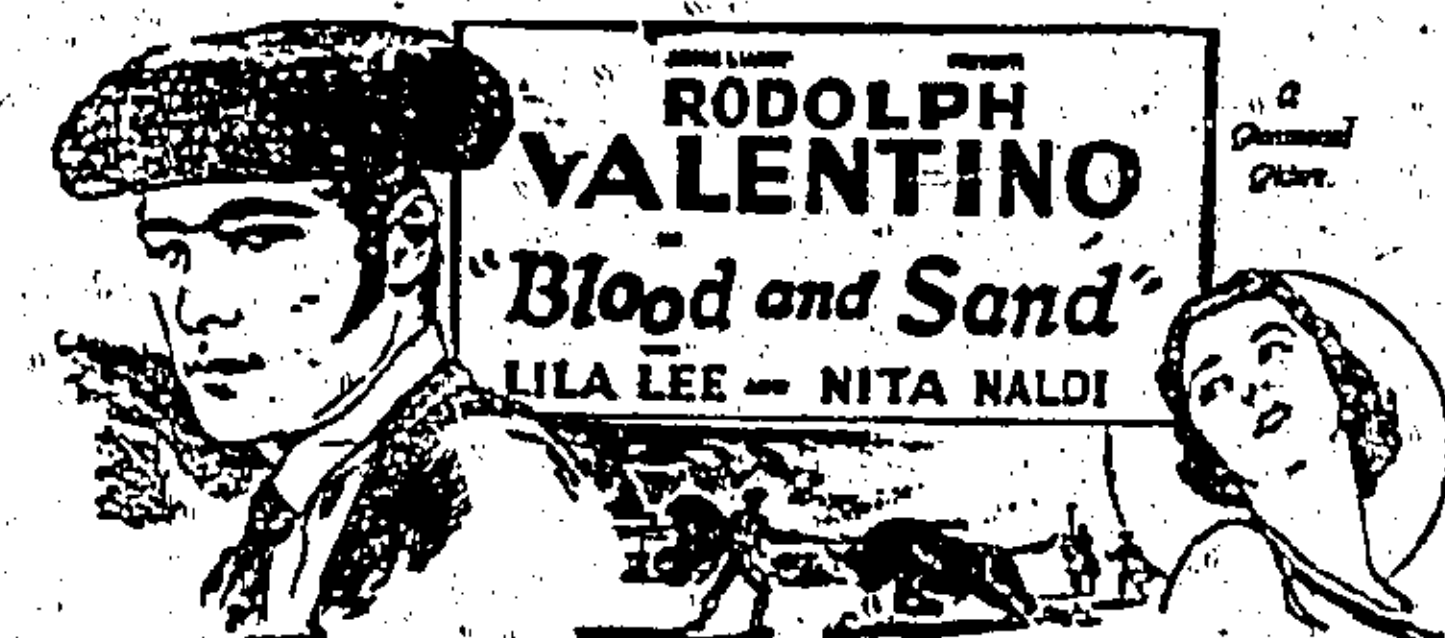
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ELECTRICITY FOR LHASA.

CITY TO HAVE OWN LIGHT PLANT.

Lhasa, capital of Tibet, the Forbidden City which in all its existence has been visited by only a handful of white men, is reported about to make a jump into twentieth century methods by constructing a hydro-electric plant. A bulletin from the Washington, D.C. headquarters of the National Geographic Society, which quotes from a communication to the Society from John Claude White, one of the few Westerners ever admitted to the city.

Lhasa, the Place of the Gods, well deserves its name, as anything more beautiful can hardly be imagined than the vision of the sacred city set against its magnificent background of snow-capped mountains. Whether seen on a brilliant day, under a cloudless sky, during a thunderstorm, painted in soft glowing tints by one of the wonderful sunsets seen only in Tibet, or by moonlight when with outlines softened and toned down, the Potala stands out like a phantom castle in ghostly splendor from among the shadows of its surrounding trees, all aspects are equally lovely.

DOMINATED BY THE POTALA.
The Potala is by far the finest building and eclipses all others in the beauty of its appearance. The present Potala was commenced in 1645 by the Grand Lama Nagwang Lob-sang Gya-tso, on the same site as a former building and there is no doubt, I think, that the city is an ancient one and was in existence more than 1,200 years ago, although we can find no record giving authentic historical account.

The Potala dominates everything in Lhasa. The enormous mass of buildings, partly monastery, partly palace, and partly fortress, is built on a rocky ridge which stands out in the centre of the valley, commanding the town and dominating the landscape. Its architecture is magnificent, grand, bold in outline and design, its towers above everything, with its gray white walls and buttresses, its immense flights of steps and terraces, dotted with red-robed monks ascending and descending from religious ceremonies; its dull madder-red temple walls, with carved and painted windows, showing behind black brown yak's hair hangings, surmounted by its gilded roofs and set in almost park-like surroundings of trees and meadows, with snow-capped mountains on all sides and the Kyi-chhu, the River of Delight, running clear in many channels through groves of willow or poplar.

INTERIOR LESS STRIKING.
It is indeed a most fitting shrine for the heart of any religion, and with such surroundings it is difficult to understand how the present form of Buddhism (Lamaism), as practised in Tibet, could ever have sunk to the depths of degradation it has reached.

But the interior of the Potala is curiously disappointing, as it consists principally of a mass of dark passages and cells, a certain number of halls and flights of steps.

Among the larger halls were several striking ones, especially that in which was the gilt tomb of Nag-wang-Lob-sang Gya-tso; the dome of this hall extended upward through several stories. On the tomb there was a great deal of metal ornamentation and the whole formed a fine piece of work. On each side of the principal tomb were similar ones of smaller dimensions, those of Dalai Lamas less notable.

GOLDEN BUTTER LAMPS.
In another room of fairly large dimensions the walls were lined with shelves from floor to ceiling each shelf closely packed to its utmost extent with images of Buddha. There must have been thousands of all metals—gold, silver, copper, brass—and many were of very beautiful workmanship. In another chapel there were hundreds of golden butter lamps.

It would be quite impossible to give even a semblance or a plan of this conglomeration of buildings, and it would take weeks, perhaps, to visit every part of the enormous structure, capable of holding thousands of people.

From the flat roofs of the Potala the whole valley lies mapped out below—the town to the east, a mass of low, two-storied, substantially built houses interspersed with temples; the Jo-Khang, the most holy shrine in Tibet; the Chabpori, or school of medicine; the blue Turquoise Bridge (Yutok Sampa), so called on account of its green-blue tiled roof; the many channels of the River of Delight (the Kyi-chhu), beyond which lies the Arsenal, and to the north the Monastery of Sera under the hills, containing 6,000 monks. Further on the Bobing Monastery with 10,700 inmates; the gilded roofs of the Na-chung-choskyong; and the Ling-Kor, the Sacred Road, along which all devout Buddhists prostrate themselves in the hope that their earthly sins may be forgiven, could be seen in places.

There are monks everywhere in or near Lhasa. The three large monasteries of Sera, Debung and Gak-dap alone contain about 20,000 and with all the other temples and monasteries the number cannot fall far short of 30,000, while the lay population of Lhasa only amounts to about 15,000, of whom 9,000 are women, who, strange to say, carry on practically the whole of the trade done. The remaining 6,000 males are about 3,000 Tibetans and 3,000 foreigners—Chinese, Nepalese, Kashmiris, etc.

CHINA'S RAILWAYS.

SITUATION STILL "DEPLORABLE."

The British Commercial Attaché in his annual report for 1935, writes—

In last year's report the railway situation in China at the end of 1933 was described as "deplorable"—practically no new construction had taken place, all lines under purely Chinese control had seriously deteriorated owing to lack of proper management and neglect of essential repairs, traffic had been constantly interrupted by civil war and the constant commandeering of rolling-stock by military leaders, and railways which should under normal conditions have shown a handsome profit were being run at a loss and were unable to reduce their ever-increasing load of debt. Of the situation at present it may truthfully be said that it is the same—only more so.

In the south the Chinese section of the Canton-Kowloon Railway has suffered from such constant interruption throughout the year that its earnings are no longer sufficient to cover its ordinary running expenses, and the British engineer-in-chief has recently reported that the line must either be handed over to the military entirely or close down.

In the north one of China's main lines, the Peking-Mukden Railway, has been practically cut in half by Marshal Chang Tso Lin, and the intramural and extramural sections are now run as separate organisations.

It is a striking illustration of the earning power of Chinese railways even under abnormal conditions that the southern section earned almost as much in 1933 as the whole line did the previous year.

The two great trunk lines connecting Central China with the North, the Tientsin-Pukow Railway and Peking-Hankow Railway, have run without serious interruption throughout the year, but equipment and permanent-way have steadily deteriorated owing to lack of proper maintenance, and their earning power has been seriously curtailed owing to shortage of rolling stock.

The Wuchang-Changsha section of the Canton-Hankow Railway is, according to last reports, in such a state of disrepair that it is dangerous to run trains at more than ten miles an hour; the Peking-Suiyuan line, referred to in last year's report as being on the verge of bankruptcy, is now endeavouring to raise a loan to pay off the \$30,000,000 for which its creditors are clamouring.

In fact, the only two lines that can show a net profit on the year's working are the Shanghai-Nanking Railway and the Lung Hai, both under foreign control.

The Ministry of Communications were able to meet all their obligations in regard to foreign railway loans in 1933, but public default, as in 1932, was on more than one occasion only averted by the desperate use of short-term loans from China.

The same report states that the total amount of "Mortgage Bond Liabilities in 1933" was roughly \$435,418,000, to meet which sums of \$27,733,000 and \$20,797,000 were required on account of principal and interest respectively. The total net revenue of the railways in 1933 being only some \$40,000,000, while the amount required for the loan service was \$41 million, the deficit of \$1 million was met by short-term loans from Chinese banks at rates of interest varying from 15 to 20 per cent.

According to statistics published recently, the total obligations of the Ministry of Communications in respect of the railways amount to \$639,230,000, which includes a sum of approximately \$70,000,000, due in cash, to foreign firms for railway materials.

A CHINESE SCARAB.

OLDEST IN THE WORLD.

What was described as the oldest scarab in the world was exhibited in Peking recently by the Geological Survey of China. It is said to be at least fifteen million years old, and was found in an excellent state of preservation in the hinterland of the Shantung coast by Mr. H. C. Tan, geologist of the Survey. The scarab, which has been named *Protoscarabaeus Yensi* (in honour of Dr. W. W. Yen, formerly Minister of Agriculture and Commerce, and now Prime Minister), formed one fossil in a collection from Shantung which, in the words of a member of the Survey, definitely put the Cretaceous Age on the geological map of China.

Mr. Tan was given the task of mapping the geological formation of Eastern Shantung. In the course of his work he examined the rocks in the region for evidence of the land and fresh water life which existed some years ago. He used his geological hammer in vain for many months, and then suddenly exposed a complete specimen of a fish. The experts of the survey say that it overthrows a similar find whose age has not yet been determined, but which was given the name *Lycoperla sinensis* by Smith Woodward when it was presented to the British Museum.

After this find Mr. Tan laid bare hundreds of specimens of plant and fish life all embedded in rocks near the scene of his first discovery. Finally, his hammer exposed the remains of this fifteen-million-year-old scarab. It was found spread on a stone slab under a layer of clay, almost with the perfection of life except for its flattened appearance.

MOTOR TRAFFIC IN CHINA.

"SLOW PROGRESS."

Mr. Brett, the British Commercial Attaché, in his annual report for 1935, just published, says—

Motor traffic continues to make slow progress, a rough estimate placing the number of passenger cars in use in China and Hongkong at about 9,000, with 1,200 motor trucks and omnibuses and a slightly smaller number of motor cycles. Shanghai is responsible for approximately half the above totals; and it must be admitted that the figures are insignificant in relation to the vast extent and population of the country. The absence of good roads is mainly responsible for the limited demand for motor vehicles, and it is to be expected that with the gradual extension of road-building projects China will in time become a promising market for British cars. It is reported from Tientsin that inquiries for passenger and freight cars have been very numerous in recent months in connection with various road-building schemes all over the northern provinces, and fairly substantial orders are stated to have been placed, mainly with American firms. As mentioned in a previous section, the new roads recently built in China are almost all of too flimsy construction to be adapted to heavy traffic, and the most popular type of motor vehicle for use as a public conveyance on these highways is a light truck of one to one-and-a-half tons, capable of accommodating about ten passengers. It may be added that low price is an absolute essential in the case of motor cars, competing for this trade, the demand for more expensive vehicles being confined to some of the wealthier foreign and Chinese residents in Shanghai, Tientsin and a few other large cities where good roads have been laid out by the municipal authorities. Whilst the British share in the motor trade in China is still very small, it is satisfactory to observe that in Shanghai the past year has been a marked increase in the popularity of British light cars of various makes, the moderate price of which these cars are now procured and their low running costs being strong arguments in their favour. It may also be of interest to mention that the motor-bus company recently established in Shanghai has already ordered thirty buses from England, and the service will doubtless be extended in the near future if the enterprise proves successful.

Total value of the motor cars (including parts) imported into China last year amounted to Hk. Tls. 2,133,907. Of this total nearly two-thirds came from the United States, Great Britain coming second on the list with imports valued at Hk. Tls. 255,717.

According to a report appearing in the Bulletin issued by the Chinese Government Bureau of Economic Information, a Chinese company in Shanghai is preparing to place on the market an electrically propelled vehicle of a novel type which is intended to compete with the jinricksha traffic. These vehicles are to provide accommodation for one passenger in addition to the operator, and it is claimed that they can be sold at about \$50 each.

ENGINEERING RELIEF WORK IN CHINA.

Engineering works accomplished in the past three and a half years on behalf of famine relief work in China are the subject of an interesting report which the Engineering Department of the China International Famine Relief Commission has issued. A specially prepared map of China issued with the report, with indications in red of the various undertakings, as well as individual maps of the areas concerned, accompanies the report, and a tabulation of the costs completes what is a most illuminating record.

Among the items of interest which may be extracted by an analysis of the report is the fact that the new roads constructed by the American Red Cross and the China International Famine Relief Commission since 1930, if put end to end, would provide two trunk highways reaching from Shanghai to Chungking in the heart of Szechuan, and from Peking to Canton in addition to this 2,000 miles of new road, over 750 miles of repairs were also effected, the total cost being over four million dollars, this sum providing food and shelter for both flood and drought sufferers.

In providing water for regions subject to drought, some 25 miles of irrigation ditches were constructed at a cost of \$51,000, and 5,672 wells were sunk at a cost of 405,000. Over 270 miles of drainage ditches were dug or cleaned at a cost of \$280,000, while 500 miles of river dykes were built or repaired at a cost of more than one and a half million dollars.

The most notable expenditure on conservancy work was probably that in Shantung, on the Yellow River, where the China International Famine Relief Commission contributed \$300,000 towards the reversion of this river, at Likien, where it had broken its dykes and flooded the surrounding country.

The report reveals what the China International Famine Relief Commission has done to combat flood and famine, which have been China's sorrows for countless generations. But it is not only in regard to the task already accomplished that the work is of interest. It gives some indication of what has yet to be completed, at the same time giving hope of a wide extension of the Commission's usefulness.

ROBBERIES FROM GODOWNS IN SHAMEEN.

Of late, many cases of theft at Shameen have been reported, says the *Chungking Gazette*. It will be remembered that some weeks ago the strong room of the firm of T. E. Griffiths was broken into by thieves who got away with a lot of valuable deposited there for safe-keeping by Chinese merchants.

A similar case of theft has now been reported, the victim being Loxley & Co. The thieves succeeded in gaining admittance to the firm's godown after breaking the iron bars of one of the windows, and they removed a large quantity of silk and other valuables, the property of Messrs. Wing Wo, silk merchants of Canton, whose offices are situated at Sun Hing Street.

The success of the thieves in breaking into Loxley's godown, which is situated just beside the Shameen Club, in the most frequented part of the British concession, has aroused considerable speculation in view of the fact that two policemen are stationed in the vicinity, while the breaking of the iron bars must have caused a big noise.

SUNKEN GOLD.

ON THE "YASAKA MARU" IN THE MEDITERRANEAN.

It was on December 21st, 1915, that the N.Y.K. *Yasaka Maru* was attacked and sunk by a German submarine-bow in the Mediterranean Sea on her way from London to Yokohama. The sunken vessel carried British gold currency, says the *Kobe Shimbun*, amounting to \$100,000, almost equivalent to ¥1,000,000, which was, of course, lost with the ship. It is interesting to note that Mr. Kataoka Yumihiko, now reported that the Japanese Deep Sea Industry Office, in Yokohama, Tokyo, has proposed to the Tokyo Marine Insurance Company salvage of the sunken treasure, and it is alleged a contract has already been concluded between Mr. Kataoka and the Tokyo company. The gold seems to be practically in "possession" of the Tokyo concern as a premium for the gold has been paid in by the Tokyo company to the Yokohama Specie Bank. Mr. Kataoka is said to have been promised a share of 80 per cent of the gold with 20 per cent to the Tokyo company if the salvage is successful.

CINEMA NOTES.

QUEEN'S THEATRE.

Baby Peggy, diminutive star of countless successes, scores again in "The Law Forbids," now playing at the Queen's Theatre. This film gives her admirers a new Baby Peggy, a little girl so different from the one who has been so successful in the past. One watches her throughout the big Universal-Jewel production with breathless interest. Added to this is the excellent work of the cast, which worked artistic enough to help the tiny star put it over. It is a story of infatuation, divorce and the problem faced by a little child whose parents have broken up their marital ties. There is the plight of countless children of divorced parents, the dramatic story brings startlingly to mind the question—Is divorce justifiable?

WORLD THEATRE.

Because the screen is essentially pictorial it owes much of its beauty to its art directors whose work is to design settings. Tremendous strides along these lines have been made recently by Penryn Stanlows in the productions he has recently directed, by Natascha Rambova in Nazimova's "Salome" and by Charles Seessel who was responsible for the sets in "Way Down East," "Dr. Jekyll and Mr. Hyde" and many Barthelmess pictures. Mr. Seessel designed and supervised building the sets for "The Girl Who Came Back," the current feature at the World Theatre. He explains his art by saying that the sets should be to a player what a frame is to a picture. "It should set off the player's good points and bring out his personality without hogging the spectator's attention," says Mr. Seessel. We poke fun at the nouveau riche who piles on diamonds to look wealthy; motion picture sets are a parallel. The more lavish the details, the less they impress us. Usually the simpler the details, the richer they look.

THE CORONET.

From star to star with pleasure able frequency sums up the motto of the Coronet Theatre. One day Douglas Fairbanks in a story that will never be forgotten and in scenes that will live as long as the silver screen. The man who has implanted a personality on the minds of millions of people, he can never expect to meet Rudolph Valentino first burst into prominence in "The Four Horsemen of the Apocalypse," and now, in another story by the same author, the Spanish writer Vicente Blazquez, he blazes forth in something which, again, is distinctly new, distinctly romantic, and in a character that cannot fail to appeal. Blazquez has been much in the public eye of late. He has been expressing opinions concerning his beloved country, which have not pleased his superiors in authority. He wishes to see Spain free again and taking the place—or near to it—that she enjoyed in the hey-day of her glorious past. But this has nothing to do with "Blood and Sand." The description denotes Sunny Spain—Spain of the passionate, of the bullfights, and the loves and hatreds of an engaging romantic. Rudolph Valentino, away from his characterisations of the son of the wealthy farmer in "The Four Horsemen" is here revealed in all his glory in a story that grips and should send crowds to the Coronet as well as to the book itself, which is but another justification for the creation of the cinema, and the good it undoubtedly accomplishes. The Coronet, in the language of the book world, has another "best seller."

LOCAL CRICKET.

LADIES' MORAL VICTORY OVER MEN.

A match of unusual sporting as well as social interest was played yesterday afternoon on the Hongkong Cricket Club's ground, when a team of twelve male cricketers captained by the Hon. Sir Claud Severn met a like number of lady willow-wielders under the captaincy of Mrs. E. B. Reed.

The game officially ended in a draw, but it is safe to say that the honours of the afternoon were overwhelmingly with the ladies, who scored 191, whereas the mere men, with only one more wicket to fall, had made no more than 131, and were only saved from ignominious defeat by the fact that stumps had to be drawn at 4.15. Moreover, as one of the rules of the game was that each man had to retire on compiling 20, there was no possibility of the men avoiding a beating but for the time limit.

The conditions governing the game were that the men were to field and catch with either hand, but with one hand only. A penalty of 6 runs was imposed for an infringement of this rule. Boundaries by the mere males were to count two, and boundary bycs one. The umpire was to decide if the masculine bowling was too fast, and in the case of such an occurrence to call a no-ball. The wicket-keeper for the men had to stand at least one yard behind the stumps. The men had to retire when they had scored 20. Boundaries by the ladies counted 6, and bycs 4.

The Ladies' side was composed of: Mrs. Bower, Mrs. Reed (Capt.), Miss P. Grace, Miss G. Grace, Lady Stuart Taylor, Mrs. Lucy, Miss Owen Hughes, Miss E. Harston, Miss B. Harston, Miss Bailey, Miss Forbes, and Miss D. Holyoak.

The masculine team comprised Sir Claud Severn (Capt.), A. E. Hollands, Col. T. A. Robertson, Lt. Comdr. Lockhart, Lt. Comdr. Jotham, Commodore Grace, Comdr. Osborne, E. W. Hamilton, Capt. Bensley, L. D. McNicoll, R. E. O. Bird, and D. H. Blake.

LADIES AT THE WICKETS.

The ladies batted first and Mrs. Bower, who went in with Mrs. Reed took the first ball, bowled by Sir Claud Severn from the Law Courts end. Sir Claud's first over was a maiden, and off the first ball of the next, Mrs. Reed hit a boundary 6 off Col. Robertson. The second, third and fourth deliveries the fair batswoman dealt with in the same heroic fashion, and adding a single, registered 25 for one over.

As a result of this strenuous hitting, the 40 went up after about ten minutes' play, and the fifty a few minutes later. Much laughter and cheering were evoked when Sir Claud Severn, forgetting the special rules in the excitement of the moment, used both hands in fielding a hard hit to square leg by Mrs. Bower, thus putting on six runs to the Ladies' side. Seventy runs went up after play had been in progress fifteen minutes.

Mrs. Reed, after scoring 50, attempted to retire, but the feeling in the marquee was all against this, and the doughty cricketers were persuaded to return to the wicket.

The hundred went up amid a thunder of cheering when Mrs. Reed made a single off Commodore Osborne.

The hard-hitting partnership was severed a few minutes later, when Mrs. Bower was unluckily run out after scoring 23.

Miss P. Grace was next in, and opened her account with a six off Blake, which she immediately followed up with another. After this, for some strange reason she adopted cautious tactics, and had only added three to her score when she was bowled by Hollands about fifteen minutes later.

A DASHING INNING.

Miss G. Grace followed and hit her second ball for 6. In the same over Mrs. Reed reached her 100 and was joyously applauded. This time she was allowed to retire, and ran back covered with glory and blushes to the marquee.

Lady Stuart Taylor went in to bat, but, although playing several deliveries in excellent style, did not add to the scoring, for she was well taught by Hamilton off Col. Robertson's bowling. The Ladies' score then stood at 154. Mrs. Lucy came next.

Just afterwards, at 151, Miss G. Grace was caught by McNicoll when she had made 16, and Miss Owen Hughes came out to bat. Almost immediately afterwards Mrs. Lucy was bowled by a tricky delivery from the Commodore when she had registered one run.

Miss E. Harston was next in, but she was caught by Blake off Bird's bowling before she had scored. Miss B. Harston was next.

At this stage Miss Owen Hughes was batting in confident style and was heartily applauded when she thumped a leg ball from Osborne to the Chater Road boundary for six.

Mrs. B. Harston was caught at the wicket by Lockhart off Osborne when she had made 3 and was followed by Miss Bailey. The new batswoman was not long in partnership with Miss Owen Hughes, for the latter was bowled by McNicoll off the first ball of the next over. Miss Forbes was nicely taken by Col. Robertson with a catch above his head, and Hamilton disposed of Miss Bailey, also with a catch, thus bringing a dashing innings to a close for the excellent total of 190.

The men were left with less than an hour in which to score 191 runs, and the ladies went out to field in an obviously confident frame of mind.

Col. Robertson opened the innings to the bowling of Mrs. Lucy from the Law Courts end, and let his partner, E. E. Hollands, in the first over, the latter being well caught by the bowler when he had scored one run.

Comdr. Lockhart was next in, and when he had scored 9 in about ten minutes, saw the downfall of his partner's wicket. Col. Robertson returning to the pavilion for a score of 10 after being clean bowled by Mrs. Lucy. Lt. Comdr. Jotham was the next batsman, and opened his score with a single, but was caught by Mrs. Lucy off her own bowling when he had made 8. He was succeeded by the Commodore. Just afterwards Lockhart retired, having scored his statutory 20, and was followed by Paymaster Commander Osborne.

When he scored 4 Commodore Grace was splendidly caught at square leg by Lady Stuart Taylor. E. W. Hamilton was the next batsman.

The Ladies' fielding was remarkably good, their picking up and returning of quite hard shots bring very clean and quick. Mrs. Lucy, notably, was enthusiastically applauded for a beautiful piece of work when she fielded a hard hit to mid-on along the ground by Osborne, and returned it like lightning. Miss Owen Hughes was also very good.

Capt. Bensley went in to bat when Osborne retired for 20 at a few minutes past four, by which time the men had compiled the dismal total of 78 for 6 wickets. At 85 Hamilton retired, having scored 20, and was succeeded by McNicoll. When he had made 9, Bensley was dismissed by a good ball from Mrs. Lucy, and R. E. O. Bird went in to bat.

With the score at 114 McNicoll retired for his 20, and was followed by D. H. Blake, who hit a two to the boundary off his first ball, from Mrs. Reed, but was bowled by Mrs. Lucy when he had put on two singles.

Sir Claud Severn went in last man, and also hit his first delivery to the boundary for two.

The impatient ringing of a bell from the pavilion at about 4.15 reminded the players that it had been arranged that stumps should be drawn at that time, and an interesting game was thus left undecided, but with the ladies in possession of a moral victory.

LADIES.			
Mrs. Bower, run out	25		
Mrs. Reed, retired	101		
Miss P. Grace, b Hollands	15		
Miss G. Grace, b McNicoll, b Bird	15		
Lady Stuart Taylor, c Hamilton, b Robertson	0		
Mrs. Lucy, b Grace	1		
Miss Owen Hughes, b McNicoll	19		
Miss E. Harston, c Blake, b Bird	0		
Miss B. Harston, c Lockhart	0		
Osborne	4		
Miss Bailey, c Hamilton, b Jotham	0		
Miss Forbes, c Robertson, b	0		
Osborne	5		
Miss Holyoak, not out	0		
Extras	3		
Total	190		

BOWLING ANALYSIS.			
	O.	M.	R. W.
Severn	4	1	13 0
Osborne	4	0	14 2
Robertson	4	0	23 5
Bird	4	0	28 5
Hollands	2	0	4 1
Hamilton	4	0	28 0
Grace	4	0	14 1
McNicoll	4	1	7 1
Bensley	2	0	5 0
Blake	2	0	23 0
Jotham	2.1	1	7 1

GENTLEMEN.			
A. E. Hollands, c and b Mrs. Lucy	0		
Col. T. A. Robertson, b Mrs. Lucy	10		
Lt. Comdr. Lockhart, retired	20		
Lt. Comdr. Jotham, c and b Mrs. Lucy	8		
Commodore Grace, c Lady Stuart Taylor, b Miss P. Grace	4		
Comdr. Osborne, retired	20		
E. W. Hamilton, retired	20		
Capt. Bensley, c Miss G. Grace	9		
b Mrs. Lucy	9		
L. D. McNicoll, retired	20		
R. E. O. Bird, not out	8		
D. H. Blake, b Mrs. Lucy	4		
Sir Claud Severn, not out	8		
Extras	3		
Total (10 wickets)	131		

BOWLING ANALYSIS.			
	O.	M.	R. W.
Mrs. Lucy	12	0	35 5
Mrs. Reed	2	0	45 0
Miss P. Grace	0	0	23 1
Miss Bailey	1	0	4 0

TO-DAY'S FOOTBALL.

The following matches in the Hong Kong League are down for decision to-day.

Division I.
Kick-off at 4 p.m.
Hongkong Police v. South China "A" at Sookunpoo ground. Referee: Mr. Spencer.
South China "B" v. Hongkong Club, Hongkong F.O. ground. Referee: Mr. Collins.
H.M.S. Tamar v. East Surrey Regt., Navy "A" ground. Referee: Mr. F. Smith.

Division II.
Kick-off at 4.30 p.m.
St. Joseph's "B" v. South China "A" at Hongkong F.O. ground. Referee: Mr. Ford.
East Surrey Regt. v. South China "B" at Sookunpoo ground. Referee: Mr. Bailey.
Kowloon Res. v. St. Joseph's "A" at Kowloon F.C. ground. Referee: Mr. Green.
Sacred Heart v. Club de Recreo "B" at St. Joseph's ground. Referee: Mr. Smith, K.A.
East Surrey Drums v. Club de Recreo "A" at Navy "A" ground. Referee: Mr. Tovey.

The time for kick-off to-day have been advanced to 2.30 and 4 p.m. respectively.

The Police and South China meet at Sookunpoo and will attract a large attendance. The last game between these teams ended in a goalless draw. Since then the South China team have won every league game, and to-day they should add to their successes, although when playing against the Police they lose their heads, probably due to the tactics of the Police backs. Should McWalter be out to-day the locals will find it an easy matter to get within shooting limits, while Clark has proved himself very safe in goal. Chan So, who has been on the injured list for a fortnight, is expected to be out to-day.

The Hongkong Club will be opposed to South China "B" and, although the "B" team has improved since the first meeting between these teams, it is expected that the Club will secure an easy win.

The match on the Navy "A" ground between the East Surrey Regt. and the Tamar should attract a large following of service men. In the former game between these teams the East Surreys won by a goal to nil. The sailors have greatly improved since the opening match and should extend the East Surreys who are expected to win to-day by a great margin.

In the Junior games, that at Kowloon should attract a large following, seeing that this is the only games at Kowloon to-day. St. Joseph's are going quite strong just now and should take the points, although Kowloon has been strengthened by the inclusion of a couple of military players.

South China "A" is expected to win against the St. Joseph's second team.

At Sookunpoo the leaders should have an easy game with the South China "B".

A very even game should be seen on the St. Joseph's ground between the Sacred Heart and the Club de Recreo "B" with the latter just getting home. The game on the Navy ground should be well contested, ending in a win for the Club de Recreo "A".

H.K.F.C. RES. v. UNIVERSITY.
This and Division League fixtures have been postponed by the Football Association until further notice.

CRICKET.

CRAIGENGOWER v. KOWLOON.

In this League match at Happy Valley, at 4 p.m. to-day, Kowloon C.C. will be represented by: H. Over, A. W. Benson, J. C. Goodwin, Geo. Lee, R. B. Macmillan, J. C. Lynn, S. J. H. Benson, J. C. Fletcher, A. R. F. Raven, A. J. Kew.

KOWLOON C.C. "A" v. CIVIL SERVICE "A."

The following will represent Kowloon in the League match against the Civil Service C.C. in the former's ground at 5 p.m. to-day:—R. Petheram, O. B. Raven, W. E. J. Gorvin, L. A. R. Duncan, N. Hill, R. J. P. Master, C. Earnshaw, E. J. Edwards, E. J. Jordan, A. G. Benton, J. C. Long.

HOCKEY.

H.K.H.C. v. SHAMEN.

The side to represent the H.K.H.C. against Shamen on Sunday at 11 a.m. at the U.S.H.C. ground is as follows:—P. W. Mills, G. J. M. Hughes, J. Hughes, J. Wedlake, L. P. Ralph, A. S. Hett, W. H. Lock, G. R. More, H. J. Armstrong, W. Woodward, E. L. Sim and B. D. Evans.
The Shamen side will be the guests of the Hongkong Hockey Club and, after the game, and all members of the United Services Recreation Club are cordially invited.

CONSPIRACY CHARGE.

THE SOLICITORS' CLERKS' CASE.

FURTHER EVIDENCE.

Before Mr. J. R. Wood at the Central Magistracy yesterday afternoon the case in which Lo Shu Fan and Cheung Pui Chuen, alias Charles Kent, two clerks in the employ of Messrs. Hastings & Hastings and Denays & Bowley, are charged on three counts was continued.

It is alleged that they conspired together to defraud Wong Tak Yin, of his property by false representations that Lo Shu Fan was owner of certain lands in the New Territories and had transferred the same into the name of the said Wong Tak Yin and desired to mortgage the same. The other two counts alleged that the defendants conspired together to induce the complainant by false representations to sign two deeds of sale.

In the last two counts, the defendants are alleged to have acted in conjunction with Au Hon Fu and Ho Sai Lok, son of the complainant.

Mr. M. K. Lo prosecuted and Mr. E. Davidson appeared on behalf of the defendants. Mr. H. S. Fitzroy, instructed by Messrs. Lee & Russ, watched the proceedings on behalf of Lau Shim Cho, the purchaser of certain property involved in the case.

When the case was resumed Lo Shu Fan was under the cross-examination of Mr. Lo.

Mr. Lo: Can you suggest why the two people concerned should ask you to be a broker when they had already a purchaser?—Because Ngau asked me. I had seen Lau, and Lau also asked me.

But why should they come and ask you to join in the profits, as an extra broker?—The idea was to impress Lau so that he would trust us.

If the object was merely to convince Lau of the identity of the vendor, they could have gone on without you, if you had identified him?—That is so.

There was only one interview between you and Lau and the terms were agreed to at that meeting?—No. I had nothing to do with arranging the terms.

The agreement was for \$16,200?—Yes.

Is it usual in the case of an agreement for sale to have ten per cent. as a deposit?—It does not matter so long as the parties agree.

Is it usual or unusual?—In a case like this it is done sometimes. I have known of such cases.

With regard to the agreement for the house in Lyndhurst Terrace, I think Mr. Kent prepared that?—Yes.

The purchase price was \$22,000, and \$11,000 was paid as deposit. Were you surprised?—There was nothing to surprise anyone in that. The parties had agreed.

If the parties had been prepared to pay 50 per cent. deposit would you be surprised at that?—Have you ever come across a case where 50 per cent. had been paid as deposit?—I have known cases where more than ten per cent. has been paid as a deposit, but I have never known a case where 50 per cent. was paid. His Worship adjourned the case.

TO-MORROW'S FETE.

ENJOYABLE EVENING PROMISED.

To-morrow the Society of St. Vincent de Paul will hold its 41st annual All France Fete in the compound of the Catholic Cathedral, Caine Road, under the distinguished patronage of H.E. the Governor.

Over 4,000 toys and other articles have been specially imported from Europe and America and it is expected that every stall will present a very attractive appearance. A special feature this year will be the surprise cake (a most attractive cake of 500 slices), every slice with a prize. The latter will include a diamond ring, a gold watch, several wedding rings a ruby brooch, gold and silver coins etc. The donkey rides of the two donkeys which did such useful work on the "Rose Day" December 1st, should be popular.

The grounds will be open in the afternoon from 2.30 p.m. to 8.30 p.m. when certain stalls will be open and amusements specially suitable for children will be provided, and in the evening will be brilliantly illuminated. By kind permission of Mr. C. O. P. E. McHugh, M.P. and the Officers and Band of the East Surrey Regiment will play on the "Star" bandstand in the evening. The Star Fete is providing a special late ferry for Kowloon which will leave Hongkong at 11 p.m.

Christmas Suggestions

SUITABLE GIFTS FOR YOUR MEN FRIENDS

SILK HANDKERCHIEFS
PURE SILK SCARVES
ART SILK SCARVES
WOOL SCARVES
PURE SILK SOCKS
SILK AND WOOL SOCKS
CASHMERE SOCKS
GOLF HOSE
GOLF GARTERS
WIDE END SILK TIES
HAND-KNIT SILK TIES
BOW TIES
GLOVES
WALKING STICKS
UMBRELLAS
SILK DRESSING GOWNS
JAEGER DRESSING GOWNS

LETTER CASES
POCKET WALLETS
DOCUMENT CASES
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SUIT CASES
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AND

THOUSANDS OF OTHER GIFTS THAT ARE SURE TO PLEASE.

LANE, CRAWFORD, LTD.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

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GENERAL MANAGERS,
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THE STAR O' ROBBIE BURNS
AFION WATER
WERN A' SCOTTISH HERE
BOBIE DUNDEE
JESSIE'S DREAM
THE NAMELESS LASSIE
MY AIN WEE HOOSIE
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WHOLESALE NEW AGENCY

We have been appointed
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WHEARY-BURGE TRUNK COMPANY.

In response of appreciation, in recognition of the convenience and completeness of the Wheary-Burge Trunk Co. and quality of the goods, it is a pleasure to state that your firm

If you are contemplating a journey or are not you are invited to call and inspect them.

Price from \$110.00 to \$195.00

NEW ADVERTISEMENTS

NOTICE.

GRAND CHARITY DRAW.
SOCIETY OF ST. VINCENT DE PAUL.
7TH DECEMBER, 1924.

THE Committee hereby give Notice that the following TICKETS, which have either been reported Lost or HAVE NOT BEEN PAID FOR, ARE CANCELLED—
2069; 2071; 2072; 2075; 3311.
[1570]

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.
BRITISH INDIA STEAM NAVIGATION CO., LTD.
EASTERN & AUSTRALIAN STEAM NAVIGATION CO., LTD.
&c., &c., &c.

AS From the 8TH DECEMBER, Our Offices will be in the P. & O. BUILDING, COLLEGE ROAD.
MACKINNON, MACKENZIE & CO., Agents.
[1568]

FOR SALE.

SIX-ROOMED HOUSE at TAN PAI (Facing South), with Hot and Cold Water, Modern Sanitation, Tennis Court, Garden and Garage (adjoining). Apply X.Y.Z., Daily Press Office.
[1571]

PRINCE LINE FAR EAST SERVICE.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship "CELTIC PRINCE" having arrived from the above Port on 5th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 12th instant at 10 A.M.
All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to Rent.
Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by FUEN YEE (FAR EAST), LTD., 2nd Floor, King's Building, Coleridge Road, Hongkong.
Telephone No. 3165.
Hongkong, 5th December, 1924. [1567]

"ST. JOAN"

HONGKONG A.D.C.'S PRODUCTION
OF BERNARD SHAW'S
GREAT PLAY.

"ST. JOAN."

JANUARY 12th, 13th, 14th, 16th & 17th,
1925, at 9 P.M. SHAW.
JANUARY 14th, at 4.30 P.M.

"ST. JOAN"

"THE MOST BRILLIANT DRAMA OF
THE CENTURY."

BOOKING—ANDERSON MUSIC STORE
FROM MONDAY, DECEMBER 15th,
9 A.M.

"ST. JOAN."

[1569]

NOTICE.

WE, the Undersigned, have THIS DAY established Ourselves as Stock Share and General Brokers under the Firm Name of "HODGSON AND HARRIMAN," with Offices situated in the BANK OF CHINA BUILDING, TORRINGTON.

P. M. HODGSON
G. A. HARRIMAN
Members, Hongkong Sharebrokers Association.
Hongkong, December 4th, 1924. [1566]

THE CHINA LIGHT & POWER CO.
(1913), LTD.

THE SIXTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Company, 87, GEORGE'S BUILDING, Coleridge Road, Victoria, HONGKONG, on the 20th DECEMBER, 1924, at 11.30 O'CLOCK in the Forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th September, 1924, and electing a Consulting Committee and Auditor.
The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 6th DECEMBER, 1924, until SATURDAY, the 20th DECEMBER, 1924, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
[1561]

INTIMATIONS

NOTICE.

THE HONGKONG TUG & LIGHTER CO., LTD.

WE beg to give Notice that a Call of \$2.00 Per Share has been made upon All Members holding Shares upon which only \$4.00 have been paid, and that the same will be payable to the Bankers of the Company, THE HONGKONG AND SHANGHAI BANKING CORPORATION at Hongkong, on or before the 10th JANUARY, 1925.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st December, 1924. [1559]

NOTICE OF REMOVAL.

GIBB, LIVINGSTON & CO., LTD.
THE HONGKONG ELECTRIC CO., LIMITED.

ON and After 1st DECEMBER, 1924, Our Address will be as follows—
NEW P. & O. BUILDING.
[1551]

NOTICE.

SCRIP No. 7896
100 SHARES OF THE
HONGKONG AND WHAMPOA DOCK CO., LTD.
Nos. 58544/53, 57569/55, 4192/96, 15827/36, 5859/88, 52381/80, 51667/76, 55888/94.
IN THE NAME OF MR. NG CHEUNG.

NOTICE IS HEREBY GIVEN that the above-mentioned Scrip the property of MR. A. I. LOPES, of ALEXANDRA BUILDING, HONGKONG, Sharebroker, has been obtained from him by false pretences and that any Person to whom the same is offered for Purchase should before purchasing the same At Once communicate with MR. A. I. LOPES at his Office, ALEXANDRA BUILDING, or at his Residence, No. 3, PAUL BUILDING, Kowloon.
Dated the 27th day of November, 1924.
A. A. LOPES.
[1545]

HONGKONG ST. ANDREW'S SOCIETY.

"ST. ANDREW'S" & "ST. GEORGE'S"
GOLF MATCH
AT
FANLING
ON
SUNDAY, 28th DECEMBER.

INTENDING COMPETITORS are Requested to Enter their Names on Lists posted at FANLING HONGKONG CLUB, or ENGINEERS' INSTITUTE.
Entries Close on 21st INSTANT.

A. BITCHIE,
Hon. Secretary.
Hongkong, 3rd December, 1924. [1563]

SHAMHEEN MUNICIPAL COUNCIL
(BRITISH CONCESSION.)

TENDERS ARE HEREBY INVITED for the Supply of the following—

- (1) One (1) Hand drawn Motor Fire Engine capable of delivering 150 English Gallons of Water per minute. Pump to throw two (2) jets to a vertical height of 75 to 80 feet with 2 1/2 inch Internal Diameter Hose and 3/4 inch nozzle at an average pressure of 150 pounds per square inch. Pump and Motor to be mounted on Carriage having Steel Springs and Steel Wheels with either solid Rubber or Pneumatic Tyres. To be complete with the necessary Fuel Tank, Water Tank, 25 feet of Suction Hose, Suction Hose, all necessary Tools and Accessories.
- (2) Twenty-eight (28) lengths of 2 1/2 inch Internal Diameter Canvas Fire Hose to suit above-mentioned pressure, in lengths of Fifty (50) feet.
- (3) Seventy (70) Automatic Couplings for Hose, 56 of which are to be fitted to the 28 lengths of Hose. Six (6) Nozzles to suit Hose Couplings, 3/4 inch, with Copper Jet Pipe complete. Two (2) Two-way Connections.
- (4) Two (2) Light Hose Reels for Fire Hose mounted on either steel or Wood Wheels Rubber Tyred, with Springs, Accessories and Tool Box.
- (5) One (1) Chemical Fire Extinguisher of about 35 to 40 gallon capacity, mounted on Wheels and having about 200 feet of Hose, about 3/4 inch diameter, with the Usual Nozzle and Shut Off.

Price for Delivery at the Fire Station, Shamheem.

Tenders should be Sealed and Marked "FIRE DEPARTMENT" and delivered at the Council Box, BRITISH CONCESSION, SHAMHEEN, Canton, on or before SATURDAY, 20th INSTANT.

The Council does not bind itself to accept the Lowest or any Tender and Reserves to itself the right to accept the whole or part of any Tender. Neither does the Council bind itself to pay any expenses which the Tenderers may have incurred in tendering.

(Signed) CHAS. E. WATSON,
Secretary.
Council Room,
Shamheem, 2nd December, 1924. [1562]

FOR ATTENTION OF MASTERS OF NORTH-BOUND STEAMERS.

AS During the North-East Monsoon there is always a possibility of North-bound Steamers running short.

OF BUNKER COAL.

This is to Inform You that TAIT & CO., AMOY (A Well-protected Port with Good Anchorage) have stocks of

GOOD JAPANESE BUNKER COALS AT REASONABLE PRICES.

Wireless Messages via Hongkong or Formosa are Re-transmitted by the Great Northern Telegraph Co. and a Wire to "PAUL" or "COALBUNKER" AMOY, will Receive their Prompt Attention.

Beiley's Complete Phrase Code used.

[1457]

INTIMATIONS

DEWAR'S

THE TOUCHSTONE OF QUALITY

Good whisky, like fine wit, pleases subtly. There is pleasure in its charm, never hurting and never ungenerous. Appreciation of humour is a great asset to happiness and so is appreciation of the very Touchstone of Quality in whisky.

DEWAR'S.

"White Label" and
"Victoria Vat."

As supplied to the Houses
of Lords and Commons.

By Royal Appointment to
His Majesty The King.

SOLE AGENTS:

A. S. WATSON &
CO., LTD.

Wine and Spirit Merchants.

ESTABLISHED 1841.

BIRTH.

BRACHAMP.—At 1, Leinster Gardens, London, on November 1st, wife of Lieut. R. R. BRACHAMP, R.N., daughter.

DEATH.

REYNELL.—In Shanghai, on December 4th, 1924, ALFRED ELL REYNELL. [1571]

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, DECEMBER 6TH, 1924.

SUPERFLUOUS SOLDIERY.

FROM the capacious receptacle for waste paper, which forms a necessary article in the equipment of every Editorial assistant, we retrieved after it had been once consigned to that limbo a little brochure entitled "Key to a World Peace"—the product of an obscure individual at Grantham. It was the subsidiary title that appealed to us from the waste paper basket—Pension off all who compose the fighting forces. With the foreign dismissed, the barracks, dockyards and schools closed, the cost, this sapient writer tells us, would immediately begin to decrease. "Many millions of cash could be quickly realised by the sale of live stock, army and navy equipment, warships, bombing planes, buildings and valuable sites." But the author of the brochure does not pursue the subject far enough. If a nation decides to entirely abolish its naval and military establishments, where may it look for likely purchasers of army and navy equipment, warships, bombing planes, etc.? Obviously it would have to look to other nations for these "many millions of cash," and the plan would therefore work out not as a "Key to World Peace," but as, in all probability, "a means to the Suicide of a Nation." Whatever progress is made towards the ideal of World Peace and general disarmament can come only through such efforts as the League of Nations was expressly formed to make; and while "complete demobilisation" is

an idle dream, it has already been proved that reduction and limitation of the burden of armaments by common agreement is within the realms of practical endeavour.

The thought that occurred to us as we retrieved this little brochure from the limbo of the waste paper basket was: Could a plan somewhat on the lines proposed be usefully considered in a country like China at the coming national conference? The need for a great reduction of China's military forces is clearly recognised by Chinese statesmen. "Disbandment of superfluous troops" was the great aim and object of General Li Yuan Hsun when he consented to become President of the Republic of China a second time, but, once in office, he found the support which he had been promised for the effort entirely lacking, and to-day there are greater numbers of men under arms in China than ever before. Yet, demobilisation on a large scale in China seems a perfectly feasible undertaking if the powers that be make an honest effort to achieve it. At the coming national conference this problem must necessarily be discussed and solved. There can be no hope of peace in China until that is done. A year or two ago in some of the provinces "disbandment of superfluous troops" was attempted, but by entirely wrong methods. The men were simply demobilised and left practically without means to fend for themselves. The result was the growth of brigandage on a great scale. It has to be recognised that success in this matter is only to be achieved by some such methods as Great Britain and France adopted when they demobilised the large Chinese coolie battalions which had been recruited for service as a labour force in the Great War. Instead of giving them a few dollars and leaving them to their own devices, at some port in China hundreds of miles away from their homes, with no alternative but robbery, they gave them part of their pay on the spot, a further part on their return to their native homes, and the balance, say, a month or two later after they had settled down there. Disbandment of China's superfluous soldiery on these lines cannot be considered an impracticable idea. It is the only way for instance, in which the alien troops, brought into the province of Kwangtung by Dr. SUN YAT SEN can be peacefully repatriated. It is a scheme that, for the whole of China, will need a great sum of money, but if some scheme of this kind can be worked out by a national conference with adequate guarantees for its honest administration, it should not be impossible to find the money for it, since it will be recognised by the minded people of China to be the very foundation of any plan of peace and orderly Government for China.

Garrison Orders notify that Lieut.-Col. B. A. HILL, D.S.O., R.A.O.C., is struck off the strength of the China Command and posted to the House Establishment from December 1st.

For making fast alongside the s.s. Tjiluwang while under way, three junk masters appeared before Lieut. Comdr. G. F. Hole at the Marine Magistracy yesterday morning, and were fined \$16 each.

Over the past two years of Rubber restriction the Malayan rubber industry has benefited to the extent of about \$124,000,000, taking as the basis of calculation the reverse in the last pre-restriction year.

Following a raid in the village of Sai Tan, in the Tai Tsan district, police officers arrested a Chinese man who is to be charged with being in possession of a loaded automatic pistol and 14 cartridges.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday morning, a Chinese stated to be a mut. appeared on a charge of stealing \$25 from a Chinese on board the s.s. *Shantung* on Thursday. His Worship adjourned the case for a week.

The "Amiario de Macao, 1924," has just reached us. It is a work of over 800 pages, containing very full information concerning the Colony and several photographic illustrations.

A Chinese soldier from Nanking appeared before Mr. N. L. Smith at the Central Magistracy yesterday charged with stealing two iron rods, which, he told a policeman later, he found lying beside a wall. His Worship, in sentencing the man to seven days' imprisonment with hard labour, suggested to the prosecuting police officer, Inspector Spear, that something might be done for the man.

The death occurred at his Macao residence on Wednesday morning from chronic bronchitis, of Mr. Luk King nam, assistant comprador to Messrs. Shewan, Tomes & Co., Hongkong. The deceased was 88 years of age. The late Mr. Luk was formerly connected with Chinese journalism in Hongkong. He was for many years on the staff of the *Cheung Ngai Saw Po*, later he was editor of the *Wah Tsai Fat Po*, and subsequently he rejoined his old paper when it was taken over by the Chinese Chamber of Commerce and renamed *Wah Sheung Chung Wai Po* ("Hongkong Commercial News.")

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FORTHCOMING MEDICAL CONFERENCE.

PROSPECTIVE ARRANGEMENTS.

As was first announced in these columns some months back, the Chinese Medical Associations will assemble, in Hongkong, by invitation of the Hongkong and China branch of the British Medical Association, from January 21st to 28th, for the purpose of holding a Joint Scientific Conference.

It is the practice of the Chinese Medical Association to meet in the interests of Science once every two years at different centres in China; such, for example, as Peking, Shanghai and Canton. It embraces in its membership such well-known characters as J. Preston Maxwell, Dr. Balne, who has done as much as anyone to bring Western medicine into China; Dr. J. Kirk, who is this year's President; and the greater part of the staff of the Peking Medical College, including Dr. Houghton, Chairman of the China Medical Board in China; Dr. Davidson Black, the famous Anthropologist; and Dr. Faust, an authority on Parasitology.

OVER 100 PAPERS.

The joint conference will hold its sessions at the Hongkong University, the whole of these buildings having been placed at its disposal for the purpose. The Great Hall has been set apart for the most interesting trade exhibit of the latest developments in drugs, instruments, hospital equipment, etc. There will be two X-ray plants in operation.

Over one hundred papers have been received. They include a group each on Hookworm Disease, on Leprosy, and on the Parasitic Diseases of China, for which no fewer than thirty have sent in. It may be mentioned, in parenthesis, that the Rockefeller interest in medical matters started with an investigation of Hookworm disease in South America. Other papers will deal with Anthropology, Physiology and Public Health. A special feature of this last-named group will be the number devoted to Child Welfare and School Hygiene.

Amongst the distinguished guests who have announced their acceptance of the invitation to participate are Dr. Stanton, Head of the Medical Research Institute at Kuala Lumpur, and Dr. Muir, Head of the School of Tropical Medicine, Calcutta. An invitation has been extended, also, to Sydney University to send a delegate. It is due to the generosity of the Medical practitioners of Hongkong, Chinese as well as European, that it has been found possible to issue these invitations.

In all, up to the present, about 80 acceptances have been received and it is expected that the actual attendance will be double that number. The question of finding accommodation for the visitors has exercised the minds of those charged with making the arrangements; but it is felt that, as so many residents have already proposed their hospitality, this problem will be solved satisfactorily.

POLITICAL SITUATION IN CHINA.

[FROM THE "DAILY BULLETIN."]

DR. SUN YAT SEN.

TIENTSIN, December 4th.
Dr. Sun Yat Sen, who arrived at the French Buad at noon to-day, was welcomed by a large throng.

This afternoon, accompanied by Chang Tso Lin, he called on ex-President Li Yuan Hsiang.

SEAL ON SECRETARIAT AFFAIRS.

PEKING, December 4th.
The Procurator Court has sent officials to seal up all Parliament's secretariat affairs.

PEKING APPOINTMENTS.

PEKING, December 4th.
Mandates appoint Lu Yung Hsiang, Tapan of Rehabilitation Affairs in Chihli province; and Yang I Teh Civil Governor of Chihli concurrently with his post of Chief of Police at Tientsin.

It is semi-officially stated that Tuan Chi Jui gave Lu Yung Hsiang his Northern post because Chang Tso Lin was urging the necessity for finding a post for Lu Yung Hsiang as a reason for conquering the Yangtze provinces.

Tsai Ting Kan will be appointed Vice-Chairman of the Yangtze Waterways Commission, and thus he will his post of Director of the Chuiwuchu, which will be given to a member of the Anfu party, probably Tseng Yu Chun, a former Anfu Minister of Finance.

CHANG TSO LIN TO TAKE NANKING?

PEKING, December 4th.
According to unofficial reports, Chang Tso Lin intends to take Nanking and instal Chang Hsueh Liang there as Inspector-General of Kiangsu, Chekiang and Shantung, which would give him a commanding position in Central China as well as in the North.

SHANTUNG INDEPENDENCE.

PEKING, December 4th.
A message from Tientsin states that the independence of Shantung is still maintained, but the Shantung authorities, who seemed prepared to support Tuan Chi Jui, are sending an emissary to Peking.

MR. H. W. LOOKER, M.P.

Reuter omitted to inform us by cable that Mr. H. W. Looker, formerly a solicitor in Hongkong, had been elected to Parliament for the South East Division of Essex. Mr. Looker, who stood as a Unionist, secured 19,731 votes, the former member, Mr. B. O. Hoffman (Labour) receiving only 13,823.

Mr. Herbert William Looker was born at St. Ives, Huntingdonshire in 1871, was educated privately, and articled in a firm of London solicitors. In 1895 he went to Hongkong to a firm of solicitors there, and afterwards became partner in the firm of Messrs. Deacon, Looker, Deacon & Harston (now Messrs. Deacons), from which he retired in 1919, and eventually settled at Great Baddow, Chelmsford, which is in the Mid. Essex division. In 1922 he fought unsuccessfully in Central Hull against Lieut. Comdr. Kenworthy, but largely increased the Conservative vote.

BUS CONDUCTOR'S ABUSIVE LANGUAGE.

Mr. F. O. Gourdin, at the Kowloon Magistracy yesterday, prosecuted a bus conductor for using abusive language. Defendant pleaded not guilty.

Giving evidence, Mr. Gourdin said that on November 24th he was travelling in defendant's bus when he requested the defendant not to sound his whistle so loudly. Defendant said it was necessary to sound the whistle loudly so that the driver could hear, and used abusive him in Chinese. An inspector was near at the time, but the Kowloon Motor Bus Company refused to divulge his name.

The case was adjourned for a week.

CABLES.

EARLIER CABLES.
[THROUGH REUTER'S AGENCY.]EGYPT AND THE LEAGUE.
BRITAIN'S FIRM STAND AGAINST INTERVENTION.

GENEVA, December 4th.

Great Britain, on November 19th, sent a Note to the Secretariat of the League of Nations referring to the resolution of the Assembly of October 2nd, which held that the Disarmament Protocol was open to the signature of non-members of the League.

As the terms of the resolution might suggest the communication of the Protocol to Egypt, the Note recalls the British notification of 1922 to the other Powers on the subjects of the special Anglo-Egyptian relations and which are defined in the declaration recognising Egyptian independence, which relations vitally involve the rights and interests of the British Empire, and therefore any attempt at interference with affairs in Egypt by another Power would be regarded as an unfriendly act.

BRITISH NOTE CIRCULATED.

The Note says that His Majesty's Government is consequently unable to admit that the Protocol, if signed by Egypt, would enable the Egyptian Government to invoke the intervention of the League of Nations in the settlement of matters absolutely reserved to the discretion of His Majesty's Government.

The Secretary General replied enquiring whether the British Government intended that the Note should be circulated to those Powers to whom the Protocol had been sent, and a reply was received on December 5th, stating that this was the British Government's desire, and the Note was accordingly so circulated.

SECOND OPIUM CONFERENCE.
STILL IN COMMITTEE STAGE.

GENEVA, December 4th.

The sub-committees of the second opium conference continued their discussions to-day. The date of the plenary sitting of the conference depends upon the work accomplished by these committees.

It is now possible that this conference will not conclude before Christmas. An adjournment until after the holidays is mooted.

THE OTHER CONFERENCE.

On the contrary, the first opium conference re-assembles to-morrow, for the purpose of discussing the Chinese objection to the terms of the protocol. It is hoped that an agreement will be reached.

TEXT OF ANGLO-GERMAN TREATY.

"MOST FAVOURED NATION" BASIS.

LONDON, December 4th.

The text of the Anglo-German Commercial Treaty has been published.

The treaty will remain in force for five years, and it replaces with modifications the treaty passed in 1890. It secures for British subjects and companies "national" treatment in Germany in respect to taxation and shipping, except possibly the coasting trade.

As the basis of the treaty is the "most-favoured nation" treatment, legislation must be passed by Great Britain removing the war time disabilities from German citizens and companies in respect to their engaging in non-ferrous metal industries and banking in the United Kingdom and the employment of German seamen on British ships.

LIBERAL INTERPRETATION.

The great mass of prohibitions on the importation of goods into Germany, which impeded British trade with Germany, will be swept away, and the "most-favoured nation" clauses will be interpreted in the most liberal manner.

Both parties agree to abstain from using their respective tariffs as means of discrimination, and both will adopt the provisions of international conventions on trade and shipping concluded under the auspices of the League of Nations, notably the Barcelona Convention, Treaty, which applies only to the United Kingdom, but right to adhere to the treaty is accorded to the Dominions, India, the Colonies, Protectorates and the British mandated territories, whose goods shall enjoy "most-favoured nation" treatment in Germany, but the German Government is empowered to withdraw this privilege in respect to anywhere in the Empire which has not adhered to the treaty before September 1st, 1926.

OIL MAGNATE MARRIED.

LONDON, December 4th.

Sir Henri Deterding was married at a London registry office to-day to Mrs. Lydia Bagrountini, a Russian lady.

PLOT AGAINST BRITISH CABINET MINISTERS.

SENSATIONAL ASSASSINATION STORY.

LORD ALLENBY'S DISCLOSURES.
SPECIAL POLICE MEASURES.

LONDON, December 4th.

A sensational story is published in the *Daily Mail* to the effect that a plot has been discovered to assassinate prominent members of the Cabinet.

News of the conspiracy is supposed to have reached the Government in a despatch from Lord Allenby, High Commissioner in Egypt, the receipt of which was followed by a special meeting of the Cabinet.

The Cabinet meeting was succeeded by a conference of police chiefs, who arranged elaborate measures of protection and gave instructions to armed detectives to act drastically if necessary.

SOVIET AMBASSADOR AT PARIS.

M. KRASSIN'S AIMS.

PARIS, December 4th.

Several thousands of Communists demonstrated outside the station receiving M. Krassin, the new Soviet Ambassador to France, with cheers for revolution.

A strong force of police maintained order.

M. Krassin, on his arrival at the Soviet Embassy, told the Pressmen that the Soviet's immediate aims were the resumption of normal Russo-French relations economically, commercially and financially. He denied any intention of immediately floating a loan in France.

TO ENSURE WORLD PEACE.

U.S. PRESIDENT ON CO-OPERATION.

CHICAGO, December 4th.

President Coolidge in a speech at a luncheon here, said they could no more ensure stable peace without co-operation among the nations than they could secure victory without alliances.

America must constantly be ready to help, at home and abroad where aid was desired, and where it could be effective.

GOVERNOR-GENERAL OF SOUDAN.

SIR G. ARCHER APPOINTED.

CAIRO, December 4th.

Sir Geoffrey Archer has been appointed Governor of the Sudan.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

U.S. TREASURY BONDS.
NEW ISSUE OVERSUBSCRIBED.

WASHINGTON, December 4th.

A treasury long-term bond issue of approximately \$200,000,000, the first since 1922, was over-subscribed to two and a half times.

EARLIER CABLES.

AMERICA'S GOLDEN OUTLOOK.

OPTIMISTIC TREASURY REPORT.

WASHINGTON, December 4th.

Mr. Mellon, Secretary to the Treasury, in his annual report to Congress, predicted several years' prosperity and healthy conditions in the United States, such as succeeded the 1898 election.

Mr. Mellon explained that his prediction was based on the fact that the verdict of Americans was overwhelmingly against "the various theories which are inconsistent with economic laws." He added that the United States was the first nation to come through the post-war transition stage successfully, but America's commerce and industry must maintain its anchor to windward in future world trade, for as America had recovered, so now was Europe becoming stabilised, thanks to the Dawes Plan.

OUTSIDE COMPETITION.

Although it was one that the improved situation in Europe would benefit the United States, Mr. Mellon warned that cheaper production and the lower standards of living abroad would couple a close competition in the part of America to meet competition in the world's markets. The past four years had witnessed a "cut" in the per capita tax on the United States from \$24 to \$27, while public expenditure, which in 1920 exceeded \$6,000,000,000, had been reduced during the past year to \$3,500,000,000.

In forecasting a further tax reduction, Mr. Mellon declared that the reductions already effected had been at a great sacrifice to business, and he warned against the utilisation of the field of taxation as "a field for socialist experiments or as a club to punish misdoers."

FAR EASTERN CABLE NEWS.

[FROM THE "DAILY BULLETIN"]

CHINESE BARRED IN PHILIPPINES.

MANILA, December 4th.

Pending instructions from Governor-General Wood, the Constabulary have prevented 22 Chinese sailors landing from the schooner *Lee Tong*, of Portuguese registry, from Amoy, which was wrecked off the coast of Pagsanjan on November 24th, as they fear a clash with the natives.

WHAT'S THE USE OF PARTIES?
"ALL GOVERNMENTS ARE BAD."A Business Man wrote in *Truth*, the week before the General Election:—

For three years past, and more, people have been expecting that some politician or group of politicians would wave a magic wand, mumble a mystical incantation, and—hey presto!—unemployment would vanish, taxation be reduced, houses be built, and all the problems that make post-war life almost unendurable be swept away.

Silly asses! Yet maybe there is some excuse for them. Things around them create their illusion, and the newspapers are most of blame. Much of the daily reading of the simple public consists of articles showing them that their troubles are due to the Government of the day—it does not matter of which or how many parties it may consist—and that their only possible hope lies in the Government of the morrow, which, of course, means any other Government than the present; it may be an old one returned to office or a new one formed of fragments of the old ones. It may even be worse than any existing Government; but it would be different, and therefore, people think, better.

Why not tell the truth! Instead of shrieking from the house-tops the blessings of Free Trade, the advantages of Tariff Reform, the universal panacea of Socialism, for Heaven's sake let this stupid nation know that no party is any good; that all Governments are bad; that the only difference between them is that some are more than others. None of them can cure unemployment, or build houses, or even make peace. They can all only muddle and promise—and muddle again.

To expect anything else is not reasonable. To ask a Government—any Government—to cure unemployment is like asking a child to lift a ten weight. It is entirely and altogether beyond its power. Governments were never made for that kind of job. A tyrant might do it, a dictator, given brains enough, could. But a Government formed out of a political party—a group of people all shouting together, all shouting their loudest, and all shouting something different—the thing is absurd!

There is a cure—just as there is a cure for most evils, can we but find it. Government cannot do it. Parties of politicians cannot do it. Trade Unionism cannot do it. It can help, it can hinder, it can hinder most damnably—but it cannot cure.

CURSED BY COMMUNISTS.

The business man is cursed by the Communist, despised by the professional classes, preached at by the Church, lampooned in the comic papers, and hounded by the Government. But he is the only man who has a dog's chance of solving the problems that the politicians claim as their private property. Any business man who will to-day sell a consignment of British manufactures overseas is worth more to the country than any ordinary M.P. Any business man who can keep on selling such consignment is helping more to solve our problems than the entire Cabinet and all the politicians.

We need a selling campaign, not a general election; a combined movement, not a party dog-fight; an advertising push, not a deluge of political speeches, a million pounds—which is the minimum cost of democratic appeal to the countryside on boosting our products in South America, the United States, and the British Dominions would do more to solve our problems—particularly, the outstanding problem of unemployment, for our others are all bound up with it—than changing our Government ten times in ten minutes, if that were possible. Labour can help, of course. It can cut out "ca" canny and strikes and damn nonsense, and get on with its job; when the chance comes to make that job a good one and permanent. But the initiative has got to come from the business men of the country. Despite the idiosyncrasy of successive Governments, it is they who still keep things moving, still keep their brains cool and their courage high.

Let us forget that Parties and Governments exist. It needs a lot of doing, but we have got to do it. More travellers abroad. More efficiency at home. Lowered costs as a result of better organisation—not of wage cuts. A harder push for business in the markets of the world. That way salvation lies. There is no other.

SAVINGS OF A WEEK.

No gospel founded on hate will ever be the gospel of our people.—*Mr. Baldwin*.
I regard Bolshevism as a most detestable form of Government.—*Mr. Snowden*.

I have lost my stitches, but I am not going to lose my seat.—*Mr. J. H. Thomas*.

General Elections are as good for the lungs as they are bad for the temper.—*Mr. Robert Lynd*.

I am a firm believer in the intervention of Providence on rare and special occasions.—*Sir Herbert Barker*.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

LABOUR UNION AMALGAMATION.

To avoid further friction among the labour unions in Canton, an attempt is being made to amalgamate all the leading organisations. The most influential labour federations in Canton at present are the "Chung Kung Hui" General Labour Union; the "Kung Yeh Luen Hui" Association of Industrial Workers; and the "Kung Tai Piao Hui" or Workers Conference. Each represents a number of labour unions. The Workers Conference has members from the first two, it being wholly composed of organisations affiliating with the Kuomintang Political Party. The Conference is part of Dr. Sun Yat Sen's Red programme. It embraces 13 labour unions. There are 117 labour unions in Canton altogether.

GENERAL LI FOOK LAM RESIGNS.

General Li Fook Lam, locally known as the uncrowned king of Honam, Canton, has submitted his resignation as the commander of the 3rd Corps of the Cantonese Army. His resignation is taken as a protest against attempted interference with his control of Honam by the Yunnanese. Several days ago, the Yunnanese, raided some houses in Honam and arrested about 20 persons for illicit gambling and opium smoking. It has been apparent for some time that the Yunnanese will hold strongly to the gambling traffic, at least, in order to prevent their forces from financial embarrassment. General Li is being accused of allowing gambling to exist within his jurisdiction without paying the necessary fees to the Yunnanese, but pocketing the income himself.

A FORBIDDEN DESCRIPTION.

The *Kung Ping Pao*, a vernacular daily in Canton, in its issue of December 5th, had the temerity to report a robbery case of the preceding day and mention the culprit, Tang Kun, as a "Red," a term local newspapers dare not use when describing the Chinese Bolsheviks in Canton.

A NATIONAL FUNERAL.

By special order of the Civil Governor of Canton, Dr. Wu Ting Fang, interment in Canton, to-day (December 6th), will be given the honour of a national burial. Dr. Wu died in Canton, in the summer of 1923, when acting Governor of Kwangtung Province.

EXORBITANT TAXATION.

The exorbitant taxation on shipping and freight along the North and the West Rivers of Kwangtung is causing a great loss to native tobaccoists in Canton, according to the *Chinese Commercial News*. It appears that the Chinese tobacco commonly used in Canton and vicinity by the older persons is cut and then mixed with tea oil before being put in the market. In the last few months, because of lack of tea oil from the North and the West River towns, the price of tea oil in Canton has jumped from \$9 to \$12 a jar of 30 catties, and the demand for it has been very much greater than the supply, even at this high figure. On account of high price in tea oil and sometimes untimely supply of this article, the tobaccoists appear to suffer no little.

THE KWANGTUNG UNIVERSITY AND BOLSHIEVISM.

The question of the surtax on the land owners in the districts of Kwangtung, an extra charge of 1/3 or 1/6 on the ordinary rates according to locality, for the support of the Kwangtung University, the highest institution of learning in the province, is now leading to the discussion of Bolshevism. The president of the University, Mr. Chau Lu, is complaining to the Civil Governor in Canton of the non-remittance by the district magistrates of this special fund collected by them for the University. The fact is that many in the districts are hesitating of support institution dominated by the Bolshevists.

Civilisation as we know it is doomed because of a anti-Christian.—*Canon Lewis Donaldson*.

The phrase about hitting below the belt is surely a little out of date. For those who go about as I do, with their eyes open, have come to the conclusion that belts are worn very much lower than they used to be. And I doubt if there be any vulnerable part left below the belt.—*Mr. Baldwin*.

THE OPIUM DEADLOCK.

[BY W. H. G. ASPLAND.]

THE EFFECT OF ALCOHOL.

MAKES MAN "AN AGREEABLE COMPANION."

Sir Arbuthnot Lane who is Consulting Surgeon to Guy's Hospital and to the Hospital for Sick Children, writes in the *Spectator*:—

Few people seem to realise the remarkable benefit which results from the moderate and legitimate use of alcohol.

The vast difference that its absence makes was very forcibly impressed on me on an occasion on which the President of a suburban medical society invited me to address its members, all of whom he had generously asked to dinner. He was what is generally spoken of as a man of high principles; he was a staunch teetotaler, as were all the members of his family. His hospitality at the meal did not comprise alcohol, and the only drink supplied was water and lemonade. The dullness of that dinner and the subsequent spathy of the meeting have left a unique and indelible impression on my memory. What I object to is the attitude assumed by many enthusiasts who assert that because alcohol if taken in excessive quantities or at wrong times is prejudicial to health, or to the performance of the finest work, it is wrong to take it at convenient times and in favourable circumstances. The same surely applies to every useful drug we possess—morphine, belladonna, strychnine, quinine, &c. *No drug is useful in moderation that is not harmful in excess.*

It has been stated that alcohol is of no use in medicine. That I would deny absolutely, and would assert that on the contrary, it is one of the most useful foods and drugs we possess. It is difficult to prove this in the case of the adult, since the attempted interference, on the part of the medical man with the symptoms of conditions which he calls disease produces such slight results that opinions may and do differ most widely, not only on the use of alcohol, but on that of very many other drugs. Do doctors ever agree?

Early in my professional life I was brought intimately into relation with young infants, some of whom were operated on a few hours after birth. Many of these children were most difficult to feed, they refused to drink their bottles, or if they did they very soon rejected their contents. The addition of a few drops of brandy to each bottle effected a marvellous result. The child swallowed the tasty milk greedily and retained it. If by any chance the brandy were omitted from the bottle after a mouthful the child thrust the bottle away angrily and spat out the food, which was distasteful to it. In such cases as these there can be no possible doubt as to the benefit afforded to the infant by the few drops of alcohol. The presence of which in a large number of these little patients made the difference of life or death.

I have seen almost precisely similar results in feeble old age on innumerable occasions.

It does not require any medical skill or knowledge to realize that exactly analogous experiments are going on in the intermediate period of life. In civilization man bears a very trying mechanical relation to his surroundings. He is wrongly fed, and his habits as regards the action of his bowels are horrible, which the functioning of his gastro-intestinal system is so unsatisfactory that he develops a harmful series of maladies from which the negro and other primitive races living in their normal surroundings are quite free. One of the chief results of this, though perhaps not such a deadly one, is the general mental depression that is so intimately associated with civilization because of the impaired digestion of the community. As in the case of the infant, the addition to the meal of a reasonable amount of alcohol facilitates digestion, and enables the individual to enjoy a meal which, without the presence of the stimulating action of alcohol, would be repulsive to him. That alcohol is not necessary to the health of the robust individual is well recognized. A moderate amount will often make him a more agreeable companion.

28 grains per capita per annum, and this quantity is only little above the 15 grains decided by the League Health Committee, as a legitimate amount for general medical purposes, yet this was used as a reason why a monopoly using 11,400 grains per capita should not reduce his annual consumption. It is preposterous, and would be ludicrous were not such great moral issues at stake. To remove this stigma from the world's record, it is to be hoped that the Conference will meet again later under better conditions or that the matter will be referred back to the whole Conference of the League. Every nation represented at this Conference is a signatory of the Hague Convention and has assumed her adherence to Art. 8 of that Convention, which declares: "The contracting Powers shall take measures for the gradual and effective suppression of the manufacture of internal trade in, and use of prepared opium, etc." Twelve years have elapsed since this Convention was signed, and the total consumption of opium in the monopolies remains to-day as it was then. One or two monopolies—namely Hong Kong and the Straits Settlements—have reduced their consumption, but bulk for bulk it is about the same as 1912, and yet at the first Conference of the Powers directly controlling opium monopolies in the East side issues have been allowed to obliterate the main purpose and so end in failure.—*Peking Daily News*.

THE 41st ANNUAL "AL FRESCO FETE"

OF THE
SOCIETY OF ST. VINCENT DE PAUL
WILL BE HELD
In the Compound of the CATHOLIC CATHEDRAL

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The Rt. Hon. the Countess of Yarborough.
The Rt. Hon. the Lord Trevelyan.
The Dowager Lady Raglan.
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LLOYD'S REGISTER.

WORLD SHIPPING IN 1923-24.

The Annual Report of the operations of Lloyd's Register of Shipping, which in regard to the shipbuilding position, the operations during the twelve months ended June 30th, 1924, continued to be adversely affected by the persistent depression in the Shipbuilding Industry, which has been a prominent feature of the Society's Annual Reports for three years past.

The tonnage of new vessels classed by the Society during the year (July, 1923-June, 1924) constitutes the lowest record over fifteen years (with the exception of the second year of the War), and represents only 35 per cent. of the total for 1923-24, only 28 per cent. of that for 1921-22, and only 37 per cent. of that for 1920-21. Whether the bottom of the curve has yet been reached it is impossible to say, but a number of points will necessarily occur to anyone in search of enlightenment upon the subject. Amongst these may be mentioned the fact that during the year ended June last, 454 vessels, of 800,595 tons gross, were lost, and some 500 vessels, of about 1,200,000 tons, were dismantled or broken up, the last figure being exactly twice that (825,000 tons) of the vessels dismantled or broken up during the twelve months ended June, 1923. It is true that notwithstanding this removal of more than 11 millions of tons of shipping, the mercantile fleet of the world is even now greater by about 15 millions of tons than it was in 1914, but on the other hand, it is well recognised that there is a large proportion of the laid-up tonnage which is unlikely ever to be able successfully to seek for employment. It has also to be borne in mind that any serious revival in overseas traffic will probably lead to the further elimination of uneconomical tonnage, some of which is still in service. Shipowners are fully alive to the necessity—in the gradual return to more normal conditions, slow though it has been up to the present time—of providing themselves with up-to-date fleets, and they are aware that shipbuilders, in the circumstances existing, are prepared to make extraordinary efforts to meet them, so that some of the vacant berths in the shipbuilding yards may be occupied.

Statistics show that Japan occupies the third place among the nations of the world both in regard to the new tonnage produced during the year, and the countries in which such vessels are chiefly owned. Japan built 10 ships of 37,618 gross tons, and owns nine new ships of 37,223 tons.

The total tonnage of merchant vessels about at the end of June, 1924, holding the Society's classification, amounts to 29,020,555 tons. If to these figures be added the vessels under construction on June 30th, viz. 461 vessels, of 1,541,240 tons, the aggregate of shipping classed, or intended to be classed, with Lloyd's Register amounts to 30,561,795 tons, of nearly 30 million tons gross. Of the vessels built during the year which have received the Society's classification, those of 10,000 tons and upwards include the *Maatani*, 20,847 tons, and the *Malaga*, 20,857 tons, owned by the Peninsular and Oriental Steam Navigation Co., and the *Hakama Maru*, 10,380 tons, owned by the Nippon Yusen Kaisha.

During the year, 45 vessels, of 242,763 tons—37.3 per cent. of the total tonnage of new vessels classed—were fitted for burning oil fuel for steam raising. Vessels fitted with oil engines to which classes have been assigned by the Committee during the year numbered 62, of 183,795 tons, 12 of which, totalling 74,011 gross tons, were ships of more than 5,000 tons each. Heavy oil is used in all these engines. Interesting developments have been made with the DieselElectric drive, which is now fitted on board the single-screw vessels *La Playa* and *La Maren*, built by Messrs. Cammell Laird & Co., Ltd., for the United Fruit Co. A third set is being installed in the sister-ship *La Perla*. Four Cammell-Laird-Fullagar oil engines drive electric generators which supply the power to operate electric motors situated at the after end of the ship, thus obviating the need for shaft tunnels. The electrical equipment has been made by the British Thomson-Houston Co., Ltd.

The Committee regrets to record the death of Mr. S. Innes, Preston, ship surveyor at Kobe, who was accidentally killed in February, 1924, as the result of a fall into the hold of a vessel he was inspecting. It also announces the retirement during the year, under the provisions of the Pension Scheme, of Mr. A. S. Williamson, senior surveyor at Nagasaki, after 25 years' valuable service. The Committee have also received with regret resignations, on account of ill-health or for other personal reasons, of a number of gentlemen, who during their terms of membership have rendered valuable assistance in the management of the Society. These included Mr. M. Itani, Mr. K. Shi, and Dr. T. Suda, three of the original members, and Mr. A. Ishii, since March, 1923, a member and vice-chairman of the Japan Committee.

THE NEW CABLE SHIP.

Sir John Denison-Pender, chairman of the Eastern Associated Telegraph Companies, and a party of those interested in submarine cables, visited Greenwich on October 22nd to say farewell to the newly commissioned ship *Cable*, which had just been delivered from the builders in Glasgow, and was to sail the next day for Singapore, where she will be stationed. Fitted with all the latest devices, the ship has a carrying capacity of 100 miles of cable, a speed of about 12 knots, a range of 8,000 miles, and is capable of repairing faults within a few hours. Proposing Success and Prosperity to the *Cable*, her Captain, Officers, and Crew, Sir John Denison-Pender referred to the long life of her predecessors, namely, 40 years. Mr. Willoughby Smith, of the Telegraph Construction and Maintenance Company, in giving the toast of the chairman, said that despite "wireless" they looked forward to still greater progress than in the past. He looked forward to the time when people would give up visiting altogether and send everything by telegraph.

JAPANESE MOTOR SHIPS.

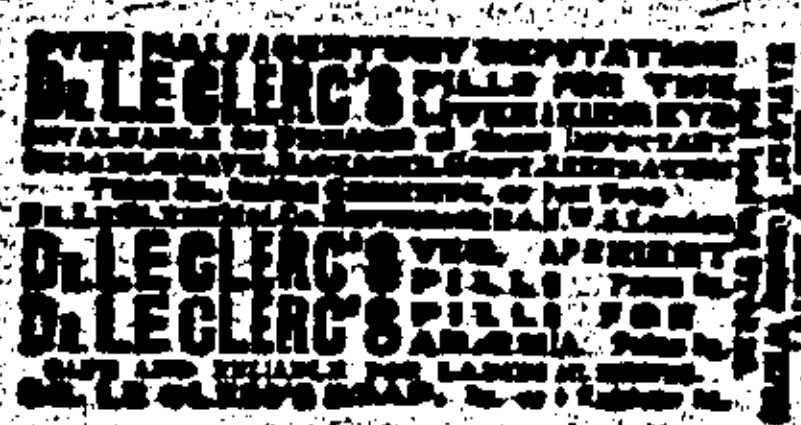
TWO NEW CLYDE-BUILT SHIPS.

One of the most interesting experiments—if it may be so termed—that has been made in shipbuilding, will be that of the Nippon Yusen Kaisha, which early this month will take delivery of two Clyde-built motor ships, the hulls of which are exactly similar, but in which two entirely different types of propelling machinery have been installed, each a correspondent of the *Tiger* Trade Supplement. Not only have these vessels the same dimensions, but there is no divergence in the lines, the under-water body of the hulls being identical. The length is 440 ft. 6 in., the beam 57 ft., and the depth 38 ft. 6 in., the deadweight capacity being approximately 10,000 tons on a draught of 35 ft. 3 in. One of them, the *Asuka Maru*, has been built by Messrs. D. and W. Henderson, and the other, the *Idzumi Maru*, by Messrs. Lithgow, Limited. In the former are installed two of Harland and Wolff's standard B. and W. type engines, each developing 3,000 h.p. at 125 r.p.m., and having cylinders 600 mm. bore and 1,100 mm. stroke. In the *Idzumi Maru* are fitted two Sulzer two-cycle, single-acting engines, also each developing 3,000 h.p., but at 100 r.p.m. These engines have only four cylinders, and the advantage of the two cycle principle is seen in the fact that the cylinder dimensions are not very dissimilar from those of the Harland and Wolff engines, being 680 mm. diameter and 1,500 mm. stroke.

In both ships, all the auxiliary machinery is electrically operated. In the *Asuka Maru* there are three auxiliary Diesel engines, built by Harland and Wolff, each developing 150 h.p., and direct-coupled to a 100 kw generator running at 300 r.p.m. In the Sulzer-engined ship there are also three electric generating sets, each driven by a two-cycle engine of 300 h.p., running at 300 r.p.m. The additional power is necessary on account of the fact that the scavenging air for the main engines is supplied from two separately driven turbo blowers, each coupled to a 340 h.p. electric motor. Only one of these blowers is in operation at sea. Another difference in the two ships is that with Harland and Wolff machinery, fresh water is utilised for cooling the pistons, while in the Sulzer engines sea-water is employed. In the *Asuka Maru* there is one auxiliary air compressor driven by a 180 h.p. electric motor, and in the other vessel two, each coupled to a 50 h.p. motor.

The two ships are very up-to-date in their deck equipment, for there are no fewer than eighteen electrically-operated winches on deck, with a capacity varying between three and seven tons, in addition to a five-ton winch used for warping and also for the steering in the event of any mishap to the steering gear. The latter is of the Hale Shaw electric hydraulic type. It need hardly be added that the performance of these two ships will be watched with the very greatest interest as the result will, perhaps, afford the best comparison that has yet been made between two-cycle and four-cycle machinery.

A meeting of Norwegian shipowners interested in the China trade was held at Christiania a few days ago to consider a proposal to form a special "Far East" group of the Norwegian Shipowners' Association. It was decided that there was no need for closer co-operation between shipowners, but a resolution was carried asking the insurance companies to consider the discontinuance of the extra premium demanded for vessels in the China trade.

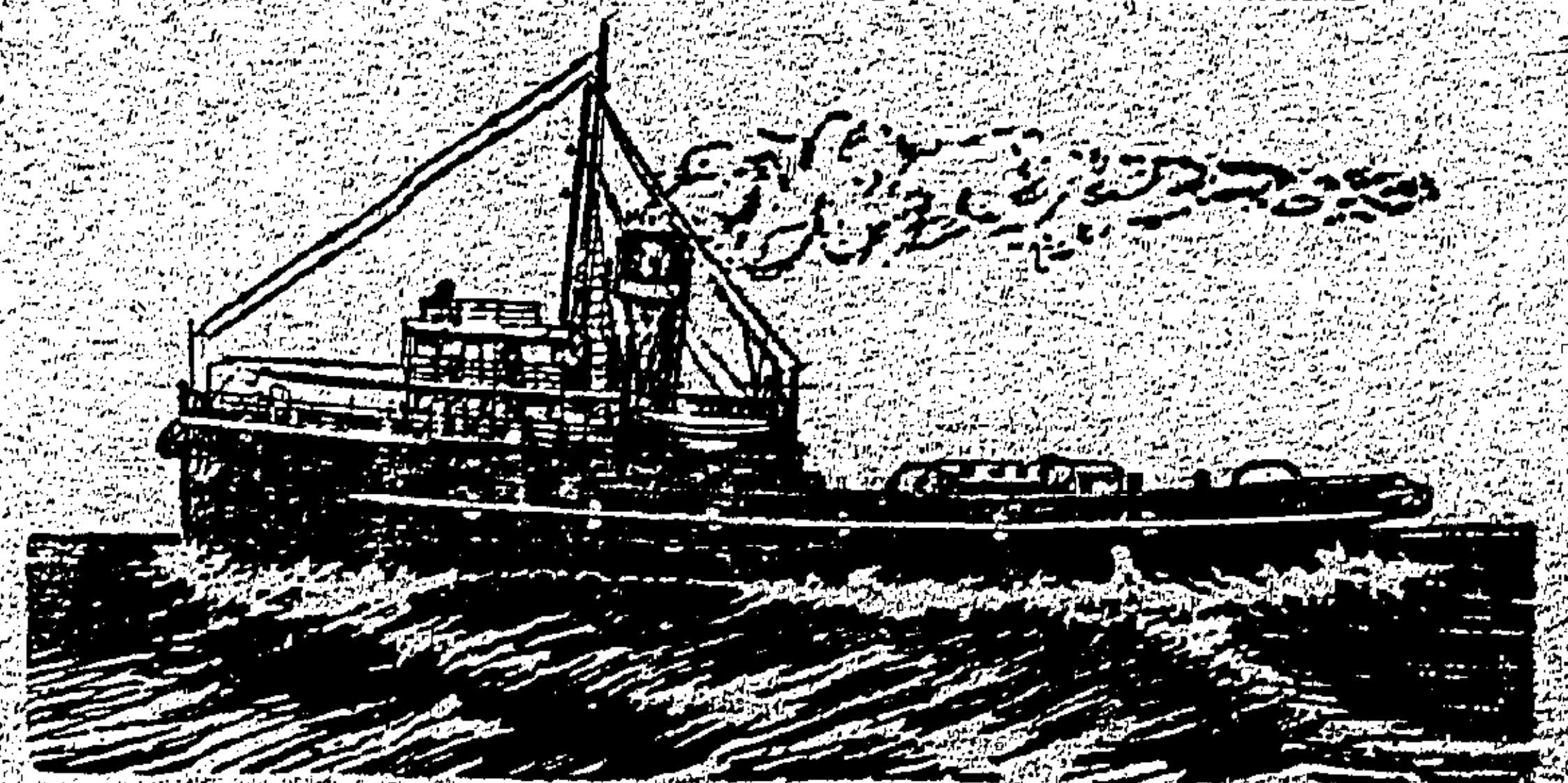


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SHANGHAI	"TUNGSHING"	Sunday	7th Dec. Noon
HONGKONG via SWATOW	"HOPKANG"	Tuesday	9th Dec. 10 a.m.
SHANGHAI & CALCUTTA	"NAMSANG"	Tuesday	9th Dec. 3 p.m.
TRINGTAU via SWATOW	"TINGSANG"	Wednesday	11th Dec. 7 a.m.
SHANGHAI	"ONGKONGSHING"	Friday	12th Dec. Noon
HONGKONG	"HINSANG"	Saturday	13th Dec. Noon
HAIPHONG via HOIHOW	"MINGSHANG"	Sunday	14th Dec. 9 a.m.
KOREA via MOJI	"LAISANG"	Tuesday	16th Dec. 7 a.m.
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SHIPPING NEWS

VESSELS ADVERTISED AS LOADING

ARRIVALS.

December 4th.
Fern, Swedish str., 1,300 tons, Capt. J. E. Nelson, from Keelung, with a cargo of coal, lying at buoy No. B30. —N.Y.K.
Ala Nam, Portuguese str., 484 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at Saikong wharf.—Kwang O S.S. Co.
Taiyu Maru, Japanese str., 1,620 tons, Capt. K. Iguchi, from Taihai Bay, with stone, lying at Kowloon Bay.—Geo. Grimbie.
Tilawa, British schooner, 10,000 tons, Capt. D. A. Pitt, from Kowloon, with a general cargo, lying at Kowloon wharf.—M.M.
Tjilawong, Dutch str., 3,061 tons, Capt. P. Abbo, from Batavia, with a general cargo, lying at buoy No. A31.—J.C.J.L.
Wichau, Chilean str., 258 tons, Capt. Chan Nam, from Kwang Chow Wan, with a general cargo, lying at Ping On wharf.—Sui Lee S.S. Co.
 December 5th.
Barnes Maru, Japanese str., 3,944 tons, Capt. J. Motoshige, from Kowloon wharf.—O.S.K.
Edith Prince, Japanese str., 3,403 tons, Capt. A. B. W. Sheppard, from New York and Shanghai, with a general cargo, lying at buoy No. A15.—Furness (Far East).
Hop Song, British str., 1,336 tons, Capt. N. W. van Oortlaard, from Bangkok and Swatow, with a general cargo, lying at buoy No. C37.—J. M. & Co.
Hutchow, British str., 1,220 tons, Capt. J. S. de Wolfe, from Tientsin, with a general cargo, lying at buoy No. C41.—B. & S.
Taihai Maru, Japanese str., 2,343 tons, Capt. T. Horiuchi, from Tegal, with a general cargo, lying at Stonecutters.—Y.K.K.

CLEARANCES.

December 5th.
Drufar, for Bangkok.
Dukut, for Taihai.
Hutchow, for Swatow.
Hermir, for Bangkok.
Luchow, for Shanghai.
President Cleveland, for Shanghai.
Van Cloon, for Singapore.

PASSENGERS.

ARRIVALS.
 Per s.s. **President Cleveland**, from Manila, on December 4th:—For Hongkong: Capt. and Mrs. G. Anderson, Mr. H. G. Bishop, Mr. and Mrs. Thos. E. D. Bradley, Mrs. Clara S. Battman, Mr. and Mrs. Arthur M. Brown, Miss J. E. Brown, Mrs. L. Beknap, Mr. V. Dercolis, Mr. and Mrs. Wm. S. Dodge, Mr. Hose Gascon, Mrs. A. R. Goodkind, Mrs. R. Harinett, Mrs. I. W. Harrison, Mr. T. W. Iden, Mr. R. M. Johnson, Mrs. A. Kohn, the Misses A. H. and A. E. McGinnis, Miss K. M. Massie, Mrs. C. L. Massie, Miss M. B. McCay, Mr. Anthony Romarico, Mrs. A. B. Thomas, Dr. and Mrs. H. Watson, Mr. C. H. Watson, Mr. and Mrs. H. L. Willett. For Shanghai: Mr. and Mrs. D. Chidester, Mr. L. G. Joseph. For Honolulu: Mr. E. R. Cameron and Mr. E. W. Lindberg. For San Francisco: Dr. A. D. J. Cortes, Mr. E. Davill, Mr. F. Farrer, Mr. and Mrs. W. P. Hawley, Mr. L. W. Handlin, Mr. J. M. Hart, Mr. M. G. Miller, Mrs. C. Nebeker, Mr. and Mrs. C. T. Newcomb, Mrs. D. B. Overton, Mr. O. T. Ross, Mr. R. H. Sams and Mrs. M. C. Wood.
 DEPARTURES.
 Per B.L. s.s. **Tilawa**, on December 4th: Mr. and Mrs. R. Moorson, Mr. P. Lokomul, Mr. J. Raver, Mr. C. A. Barker, Mr. J. F. C. Richards, Mr. and Mrs. W. E. Woods, Mr. and Mrs. Kie Yu Chin.
 SHIPPING MOVEMENTS.
 The Admiral Oriental liner **President Grant**, which is due at this port on December 19th, sailed from Seattle on November 29th, on schedule.
 The Admiral Oriental liner **President Jefferson** sailed from Shanghai on December 5th, and is due at this port at 9 a.m. on December 7th, on schedule.
 The E. & A. s.s. **Drufar** left Manila for this port on the 5th inst., with the outward Australian mail, and is due here on the afternoon of the 7th.
 The s.s. **Premium** (Blue Funnel), for Amsterdam, London and Hamburg, left Shanghai on the 5th inst. for this port, and is due here on the 8th inst. She will be despatched at p.m. the same day.
 The s.s. **Sarpedon** (Blue Funnel), from Liverpool, left Suz on the 3rd inst. for Hongkong, Shanghai, Dally and Tsing-tao, and is due here the 24th inst.

VESSELS EXPECTED.

Atrous (Blue Funnel), due Jan. 6th.
Benenne (Ben Line), due Dec. 10th.
Empress of Asia, due Dec. 10th, 7 a.m.
Kano Maru (N.Y.K.), due December 10th.
Oasa (Blue Funnel), due to-day.
Oasa Maru (N.Y.K.), due December 8th.
President Harrison (Dollar), due Jan. 5th.
President Jefferson (Admiral Oriental), due December 7th.
President Monroe (Dollar line), due December 22nd.
Troika (Blue Funnel), due December 22nd.
Wahing Maru (N.Y.K.), due December 10th.

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, &c.	Kiwaichi Maru	Jap.	Nippon Yusen Kaisha	On 20th inst.
New York & Boston	Blavia Prince	Brit.	Prinos Line	On 1st Jan.
Boston, New York & Baltimore via Suez	Canta	Am.	The Bank Line, Limited	On 7th inst.
SAN FRANCISCO via SUEZ & JAP. PORTS & H.K.	President Cleveland	Am.	The Bank Line, Limited	On 6th inst., 11 a.m.
SAN FRANCISCO, &c.	West Cayote	Am.	Struthers & Barry	On 6th inst.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS	Empress Asia	Am.	Canadian Pacific O.S. Ltd.	On 8th inst.
VICTORIA, SEATTLE & VANCOUVER	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 17th inst., 11 a.m.
VICTORIA, SEATTLE & VANCOUVER	Admiral	Brit.	Butterfield & Swire	On 30th inst.
SEATTLE & VICTORIA, via SUEZ, HONG & YOKOHAMA	Frederick Jefferson	Am.	Admiral Oriental Line	On 17th inst.
MARSEILLES & LONDON	Manitua	Brit.	P. & O. E. I. & A. L.	On 15th inst., Noon
MARSEILLES, &c.	Paul Locat	Brit.	Messageries Maritimes	On 15th inst.
MARSEILLES, &c.	Angkor	Brit.	Messageries Maritimes	On 15th inst.
MARSEILLES, &c.	Augere	Brit.	Messageries Maritimes	On 15th inst.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Fukumi Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
MARSEILLES, LONDON, ANTWERP, HAMBURG & HANNOVER	City of Lahore	Brit.	The Bank Line, Ltd.	On 15th inst.
GENOA, MARSEILLES, LIVERPOOL & GLASGOW	Mondeus	Brit.	Butterfield & Swire	On 20th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Coblenz	Ger.	Milners & Co.	On 16th inst.
AMSTERDAM, LONDON & HAMBURG	Phemias	Brit.	Butterfield & Swire	On 15th inst.
LONDON, ROTTERDAM & HAMBURG	Camertonshire	Brit.	Jardine, Matheson & Co., Ltd.	On 4th Jan.
AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	Oudekerk	Brit.	Java-China-Japan-Lijn	On 20th inst.
BOMBAY via SINGAPORE & COLOMBO	Futaki Maru	Jap.	Nippon Yusen Kaisha	On 10th inst.
SEATTLE & VANCOUVER	Namsang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th inst., 3 p.m.
SINGAPORE, PENANG & CALUTTA	Tilawa	Brit.	P. & O. E. I. & A. L.	On 24th inst.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sudan	Brit.	P. & O. E. I. & A. L.	On 24th inst.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sudan	Brit.	P. & O. E. I. & A. L.	On 24th inst.
SINGAPORE & BELAWAN-DELI	Van Cloon	Dut.	Java-China-Japan-Lijn	On 1st Jan.
BRINDISI, VENICE & TRIESTE	Duchessa D'Aosta	Ital.	Dodwell & Co., Ltd.	On 8th inst.
WHEATSWAT, CHERBOURG & LUNENAU	Hutchow	Brit.	Butterfield & Swire	About 10th inst.
HAIKONG via HONGKONG & PANAMA	Taihai Maru	Jap.	Yamashita Kisen Kaisha	About 10th inst.
KEELUNG via SWATOW & AMOI	Chukwa Maru	Jap.	Yamashita Kisen Kaisha	About 10th inst.
SANDAKAN	Hinsang	Jap.	Jardine, Matheson & Co., Ltd.	On 12th inst., Noon
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 12th inst., 11 a.m.
AUSTRALIAN PORTS	Asafura	Am.	P. & O. E. I. & A. L.	On 31st inst.
AUSTRALIAN PORTS	Yuan	Brit.	Butterfield & Swire	On 31st inst.
SINGAPORE, KORE & YOKOHAMA	Puang Maru	Jap.	Nippon Yusen Kaisha	On 8th inst.
TAINTOU via SWATOW & SHANGHAI	Tingsang	Jap.	Jardine, Matheson & Co., Ltd.	On 11th inst., 7 a.m.
MOI & KORE	Arutara	Brit.	P. & O. E. I. & A. L.	On 5th inst., 10 a.m.
SHANGHAI, MOI & KORE	Kalyan	Brit.	P. & O. E. I. & A. L.	On 5th inst.
SHANGHAI, MOI & KORE	Macedonia	Brit.	P. & O. E. I. & A. L.	On 13th inst.
YOKOHAMA, MOI & MOI	Nimidis	Ital.	Dodwell & Co., Ltd.	About 9th inst.
AMOI & SHANGHAI	Tihrong	Dut.	Java-China-Japan-Lijn	On 22nd inst., D.L.
KORE & MOI	Takada	Brit.	P. & O. E. I. & A. L.	On 13th inst.
SHANGHAI, MOI & KORE	Macedonia	Brit.	P. & O. E. I. & A. L.	On 13th inst.
YOKOHAMA, KORE, MOI & SHANGHAI	Ils de Panay	span.	Botelho Bros.	On 15th Jan.
TIENTSIN	Cheongshing	Brit.	Jardine, Matheson & Co., Ltd.	On 12th inst., Noon
HATYAI	Tilaboet	Dut.	Java-China-Japan-Lijn	About 6th inst.
HAIKONG via HONGKONG	Loesang	Brit.	Jardine, Matheson & Co., Ltd.	On 7th inst., 9 a.m.
AMOI, SWATOW & SINGAPORE	Kwaiyang	Brit.	Butterfield & Swire	On 7th inst., D.L.
SWATOW & BANGKOK	Kalgan	Brit.	Butterfield & Swire	On 9th inst., 11 a.m.
SWATOW, AMOI & FOOCHOW	Hutchow	Brit.	Douglas LaPrak & Co.	On 9th inst., 1 p.m.
SWATOW, AMOI & FOOCHOW	Haiching	Brit.	Douglas LaPrak & Co.	On 10th inst., 2 p.m.
MANILA	President Pierce	Am.	Pacific Mail S.S. Co.	On 11th inst.
MANILA	Empress Asia	Brit.	Canadian Pacific O.S. Ltd.	On 11th inst., Noon
MANILA via AMOI	Yamasa	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst.
MANILA	Frederick Jefferson	Am.	Admiral Oriental Line	On 10th inst.
MANILA, SINGAPORE, COLOMBO, &c.	Ils de Panay	span.	Botelho Bros.	On 15th inst.
MANILA, Cebu & ZAMBOANGA	West Sequana	Brit.	Struthers & Barry	On 15th inst.

WEATHER REPORT.

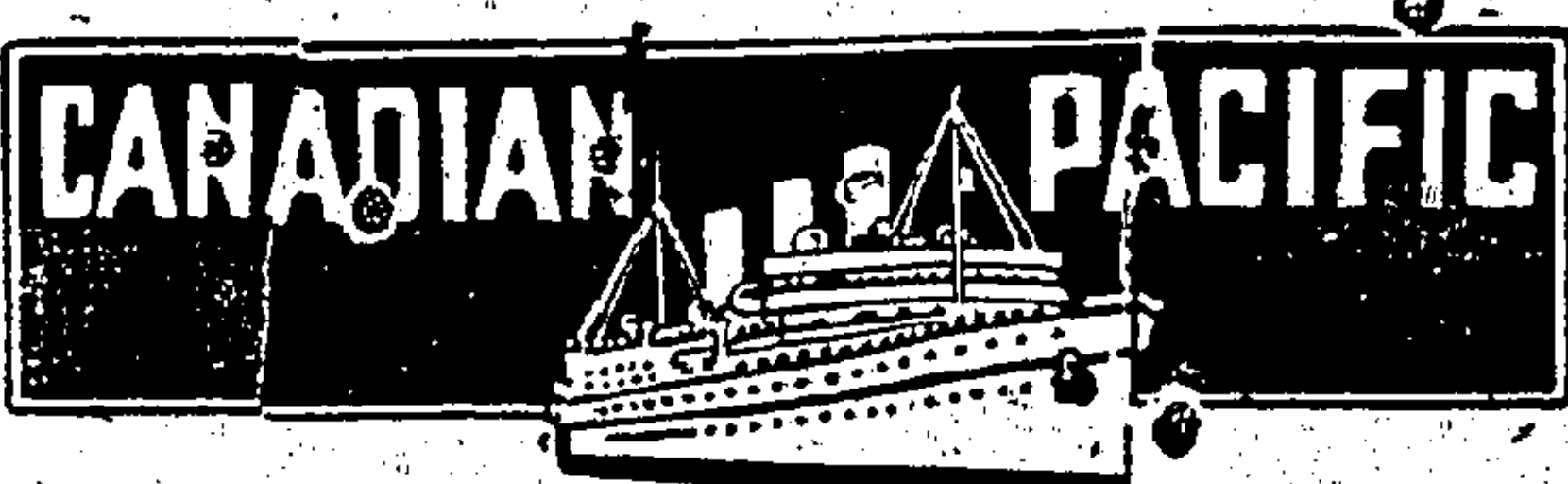
December 5th at 17.57.—Warning to Hongkong, Coast Ports, &c.—Typhoon of unknown intensity with 60 miles of Lat. 21 deg. N. Long. 118 deg. E. moving N.N.E.
 December 5th at 18.00.—Pressure has decreased slightly over Japan; S. Formosa, Indo-China and the Philippines. It has increased slightly from Shanghai to Hongkong.
 The anticyclone has extended southward. A small depression or typhoon has formed in about Lat. 21 deg. N. and Long. 118 deg. E., probably moving N.N.E. or N.E.
 Another depression is shown E. of Mindanao. Manila warning, 5th at 18.25.—Cyclone or typhoon E. of southern Visayas or northern Mindanao moving W. or W.N.W. Recd. 5d. 16h 34m.
 Hongkong rainfall for the 24 hours ending at 15 hours, Dec. 5th 0.27 inch. Total, since 1894, 88.49 inches, against an average of 82.19 inches.
 The forecast for the 24 hours ending at 18 hours, Dec. 6th is as follows:—
 District. Forecast.
 Formosa Channel. N. winds, strong; rain.
 N. winds, fresh; overcast, drizzle.
 Hongkong to Gap Rock. —cast, drizzle.
 South coast of China between Hongkong and Lamochs do.
 South coast of China between Hongkong and Hainan do.
HONGKONG METEOROLOGICAL REGISTER.
 Hongkong Observatory, December 5th.

	Previous On Date	On Date	at
	at 2 p.m.	at 6 a.m.	2 p.m.
Barometer	29.87	29.88	29.85
Temperature	68	63	65
Humidity	72	78	65
Wind Direction	N	NNE	ESE
Force	3	3	3
Weather	o	od	o
Rain	0.36	0.00	0.27

 Highest open-air Temperature on 4th ... 68
 Lowest open-air Temperature on 5th ... 61

CHURCH SERVICES.

St. John's Cathedral—2nd Sunday in Advent, December 7th, 1924.
 Holy Communion—8 a.m.
 Children's Service—10 a.m.
 Matins—11 a.m.
 Preacher: Rev. T. E. Powell.
 Subject: Judgment.
 Holy Communion—12 noon.
 Evensong—6 p.m.
 Preacher: Rev. R. J. Northcott, C.F.
 Subject: The Sorrow of this World.
 [51]
 UNION CHURCH, Kennedy Road.—Sunday Services, December 7th.
 Sunday School at 10 o'clock.
 Morning Service at 11 o'clock.
 Hymns: 85, 436, 779, 276, 284.
 P.S.A. Meeting for Men in the Lecture Hall at 4 o'clock.
 Evening Service at 6 o'clock:—
 Hymns: 482, 66, 523, 601, 684.
 Preacher: Rev. Morning and Evening: Rev. J. Kirk Macdonald.
 [52]
 FIRST CHURCH OF CHRIST, SCIENTISTS, Macdonnell Road, below Bowen Road, Tram Station.—Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings—10 to 12.
 [19]
ON SALE.
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1924.
 With Index. Price—\$7.50.
 On sale at the Hongkong Daily Press Office.



HOME VIA CANADA

	Hongkong	Shanghai	Kobe	Yokohama	Manila	Quebec	From Canada	Due
Empress Australia	Dec. 5	Dec. 24	Montclair	Jan. 2	Jan. 9			
Empress Asia	Jan. 8	Jan. 28	Montclair	Feb. 6	Feb. 13			
Empress Canada	Jan. 23	Feb. 9	Melita	Feb. 19	Feb. 26			

Pacific sailing schedule for Next Spring on application.
 Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg.
 Allotment of Cabin on Atlantic steamers held here and through tickets sold.
 Early reservation necessary.

Two Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments and Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

The EMPRESS OF AUSTRALIA will sail from HONGKONG at DAYLIGHT on DECEMBER 5th.

	From Hongkong	Manila	Quebec	Due
Dec. 11	Dec. 13	EMPEROR ASIA	Dec. 14	Dec. 16
Dec. 26	Dec. 28	EMPEROR CANADA	Dec. 29	Dec. 31

Passenger Department: Tel. 752. Cables: GAOANPAO.
 Freight and Express: Tel. 42. Cables: MAUTILUS.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA).
THE STEAMSHIP "VAN CLOON"
 will be despatched to
SINGAPORE, PENANG and BELAWAN-DELI DIRECT,
 5th December, 1924.
 1st Class Fare to Singapore—\$100.
 This vessel offers excellent saloon accommodation.
 All lower berths. Doctor carried.
 English cuisine. Wireless telegraph.
 In connection with the Royal Packet Nav. Co.'s (K.P.M.) service to all destinations in the Netherlands East Indies.
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 Agents.
 Telephone Central No. 1574. YORK BUILDING, CHATEL Egan.

PACIFIC MAIL STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD
HONGKONG TO SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT CLEVELAND" ... December 8th, 1924, 11 a.m.
 S.S. "PRESIDENT PIERCE" ... December 20th
 S.S. "PRESIDENT TAFT" ... January 2nd, 1925
 Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTINENTAL RAILWAY AND	YOSEMITE
LOS ANGELES	ATLANTIC STEAMERS	GRAND CANYON
SALT LAKE		FEATHER RIVER
CHICAGO		YELLOW STONE PARK
NEW YORK		NIEGARA FALLS

HONGKONG-MANILA

S.S. "PRESIDENT PIERCE" ... December 10th, at 2 p.m.
 S.S. "PRESIDENT TAFT" ... December 24th, at 2 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "BOLANO." 2122. HOLYOAK MASSEY & CO., LTD.



VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America G.3405, G.3420, G.3440.

KAGA MARU ... Wednesday, 17th Dec., at 11 a.m.
 IYO MARU ... Thursday, 18th Jan., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore Ports.
 YUSEIJI MARU (calls Delagoa Bay & Port Elizabeth) ... Wednesday, 17th Dec., at 11 a.m.
 KAKOZAKI MARU ... Wednesday, 31st Dec., at 11 a.m.
HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila Ports.

TANGO MARU ... Wednesday, 17th Dec., at 11 a.m.
 AKI MARU ... Wednesday, 14th Jan., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

TAKAOKA MARU ... Sunday, 7th Dec.

Buenos Aires via Singapore, Durban & Cape Town.

KAWACHI MARU (calls Delagoa Bay & Port Elizabeth) ... Wednesday, 24th Dec.

BOMBAY via Singapore, Penang & Colombo.

FUKKI MARU ... Wednesday, 10th Dec.

SADU MARU ... Tuesday, 16th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU ... Wednesday, 10th Dec.

KANAGAWA MARU ... Sunday, 14th Dec.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 11th Dec.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU (Kobe Direct) ... Saturday, 6th Dec.

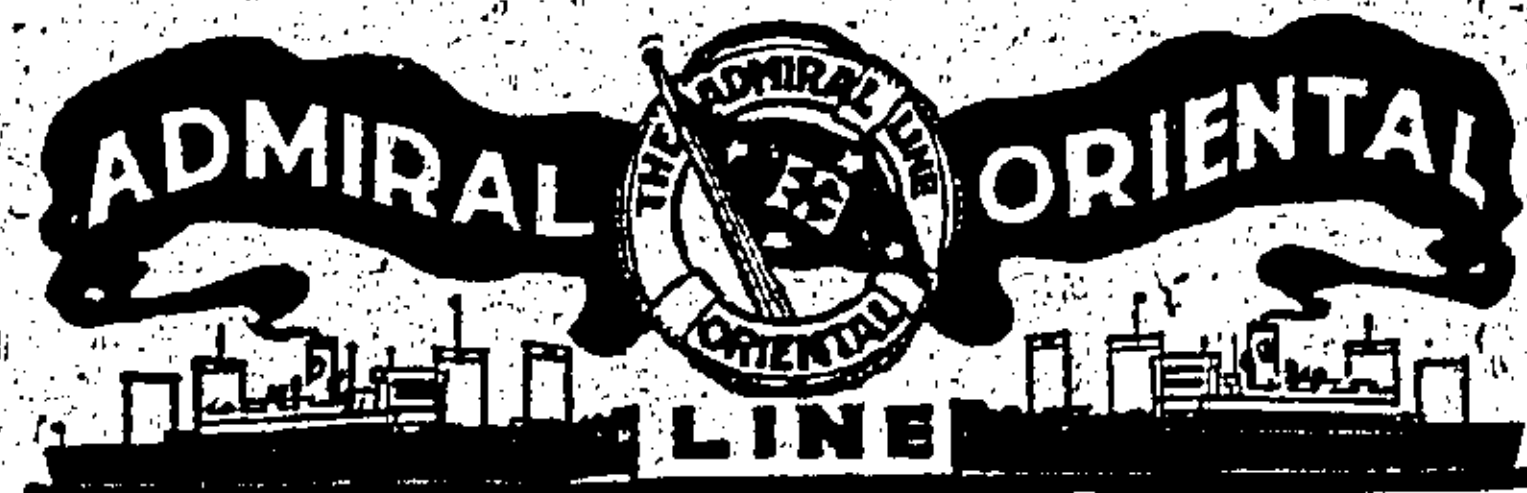
PENANG MARU ... Monday, 8th Dec.

KITANO MARU ... Wednesday, 17th Dec.

HARUNA MARU ... Tuesday, 30th Dec.

For further information, apply to— NIPPON YUSEN KAISEI.

Telephone Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER
 THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA
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 "PRESIDENT GRANT" ... Dec. 23rd.
 "PRESIDENT MADISON" ... Jan. 10th.
 "PRESIDENT JACKSON" ... Feb. 3rd.
 "PRESIDENT McKINLEY" ... Feb. 27th.

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First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT JEFFERSON" ... Dec. 6th.
 "PRESIDENT GRANT" ... Dec. 10th.
 "PRESIDENT MADISON" ... Jan. 1st.

Through Bills of Lading to all United States and Canadian Overland Points, also via Panama Canal Lines to Atlantic Ports.
 Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

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ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

FRANCHISED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

PASSENGER SERVICE.

* "CITY OF KARACHI" ... 25th Jan ... Marseilles, London, etc.
* "CITY OF KARACHI" ... 4th March ... Do.
* "TRAFFORD HALL" ... 11th April ... Do.

* "A" Class. * "B" Class.

FARES TO LONDON.

Single 1st Class "A" ... £22. "B" ... £24. | Return 2nd Class "A" ... £42. "B" ... £44.
Cargo Steamers. Saloon Passage—£82.

For further particulars, apply to—

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HOLYOAK, MASSEY & Co., Ltd., Canton.

BOSTON, NEW YORK & BALTIMORE

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BLUE FUNNEL LINE

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

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* "OANFA" ... via Suez Canal ... 7th Dec.
* "CITY OF SHANGHAI" ... via Suez Canal ... 19th Dec.
* "HYRON" ... via Suez Canal ... 28th Dec.
* "IXION" ... via Suez Canal ... 8th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

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HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles	Pro. Arr. at Hongk. and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles
ANGKOR	7th Dec.
ANGERS	11th Dec.
PAUL LEBON ...	6th Nov.	8th Dec.	4th Jan. 1925
ANDRE LEBON ...	22nd Nov.	22nd Dec.	18th Jan.
AMBORE ...	4th Dec.	6th Jan. 1925	1st Feb.
CHASTILLY ...	18th Dec.	19th Jan.	15th Feb.

RATES OF PASSAGE MONEY TO MARSEILLES

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A CLASS (1st Class) ... £ 95. 0s. 0d. B CLASS (1st Class) ... £ 83. 0s. 0d.
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Through Tickets to London and leading towns of Europe.

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* "SI-KIANG" ... loading for HAVRE, ANTWERP

* "SI-KIANG" ... from DUNKERQUE, LONDON & HAVRE is due

to arrive about 3rd week of December.

Sailings subject to alteration without notice.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIOKING	Capt. A. H. Stewart	Tuesday, 9th Dec. at 1 p.m.
HAIOKING	Capt. W. C. Pasmore	Friday, 12th Dec. at 4 p.m.
HAIOKING	Capt. Ella Walker	Tuesday, 16th Dec. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Peking Ankerage) and Return by the same Steamer by the "HAIOKING," "HAIOKING" and "HAIOKING" at the Reduced Rate of \$20.00 including Meals while the Steamer is in Port.

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General Managers

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast, freight steamers.

For BOSTON

and

NEW YORK

SS "SLAVIC PRINCE" ... 1st Jan. 1925
SA "EASTERN PRINCE" ... 1st Feb.

For Freight and Full Particulars, apply to—

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NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

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DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MANTUA"	10,903	15th Dec. Noon	Marseilles & London
"BOUDAN"	8,686	24th Dec.	Spain, Penang, Colombo & B'way
"ERIVA"	9,135	27th Dec.	Marseilles, London, Rotterdam, Hamburg, Antwerp and Hull.
1925			
"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	8,515	21st Jan.	Spain, Penang, Colombo & B'way
"KALYAN"	9,111	24th Jan.	Marseilles, London, Rotterdam, Hamburg, Antwerp and Hull.
"MOREA"	10,911	7th Feb.	Marseilles & London
"SARDINIA"	8,684	13th Feb.	Spain, Penang, Colombo & B'way
"KARMIN"	8,963	21st Feb.	Marseilles, London & Antwerp
"MALWA"	10,941	24th Feb.	Marseilles & London
"BOUDAN"	8,686	7th Mar.	Spain, Penang, Colombo & B'way
"KARMIN"	8,963	21st Mar.	Marseilles, London & Antwerp
"SICILIA"	8,515	24th Mar.	Spain, Penang, Colombo & B'way
"KARMIN"	8,963	21st Apr.	Marseilles & London
"SARDINIA"	8,684	18th Apr.	Spain, Penang, Colombo & B'way
"KARMIN"	8,963	21st May	Marseilles & London
"SARDINIA"	8,684	18th May	Spain, Penang, Colombo & B'way

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"TILAWA"	10,000	6th Dec. 1 p.m.	Singapore, Penang & Calcutta
"TAKIWA"	8,500	21st Dec.	do.
"TAKIWA"	8,500	10th Jan. 1925	do.
"TAKADA"	8,949	17th Jan.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ARAFURA"	8,000	31st Dec.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,000	4th Feb. 1925	Manila, Sandakan, Thursday
"TANDA"	8,949	4th Mar.	Sydney & Melbourne

Freight connections from Australia with the following—
The Union S.S. Co. Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"ARAFURA"	8,000	6th Dec. 10 a.m.	Manila, Kobe & Yokohama
"TAKIWA"	8,500	21st Dec.	Kobe only
"MACEDONIA"	11,089	10th Jan.	Shanghai, Moji & Kobe
"TAKADA"	8,949	22nd Dec.	Shanghai, Moji & Kobe
"SICILIA"	8,515	27th Dec.	Shanghai, Moji & Kobe
"SICILIA"	8,515	27th Dec.	Shanghai, Moji & Kobe
1925			
"ST. ALBANS"	4,000	3rd Jan.	Manila, Kobe & Yokohama
"TAKADA"	8,949	22nd Dec.	Kobe only
"DONGOLA"	8,083	7th Jan.	Shanghai, Moji & Kobe
"MUREA"	10,911	10th Jan.	Shanghai, Moji & Kobe
"KARMIN"	8,963	24th Jan.	do.
"SARDINIA"	8,684	24th Jan.	do.
"EASTERN"	4,000	21st Jan.	Manila, Kobe & Yokohama
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe
"TAKADA"	8,949	22nd Dec.	Shanghai, Moji & Kobe
"KARMIN"	8,963	24th Jan.	Shanghai, Moji & Kobe
"BOUDAN"	8,686	7th Mar.	do.
"SICILIA"	8,515	27th Dec.	do.
"ARAFURA"	8,000	7th Mar.	Manila, Kobe & Yokohama
"MANUFA"	8,000	7th Mar.	Shanghai, Moji & Kobe
"KARMIN"	8,963	24th Jan.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"SARDINIA"	8,684	17th Apr.	do.
"NAGAYA"	8,684	22nd Apr.	do.
"MOREA"	10,911	1st May	do.
"KALYAN"	9,111	15th May	do.
"MALWA"	10,941	22nd May	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Singapore must carry their own Hotel expenses at Singapore, while awaiting the on carrying steamer.
All dates are given with Electric Fans free of charge.
Parade Muzzling not more than 4 ft. x 4 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For further Information, Passage Fares, Freight, Handbooks, etc., apply to—

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22, Des Voeux Road Central, HONGKONG.

Agents.

CHINA NAVIGATION CO. LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure	Notes
SHANGHAI & TIENTSIN	"LUOYU"	On 8th Dec.	DL
AMOI, SWATOW & SINGAPORE	"KWEIYANG"	On 7th Dec.	DL
SWATOW & SHANGHAI	"SHANTUNG"	On 7th Dec.	DL
WHAIWAI, CHEFOO & TIENTSIN	"RUICHOW"	On 8th Dec.	DL
AMOI & SHANGHAI	"SUNNING"	On 9th Dec.	DL
SWATOW & BANGKOK	"CHUSAN"	On 8th Dec.	DL
SHANGHAI & TIENTSIN	"TAMING"	On 10th Dec.	DL
SWATOW, FAKHOI & HAIPHONG	"SROHUE"	On 11th Dec.	DL
SHANGHAI & TIENTSIN	"CHIAN"	On 11th Dec.	DL
AMOI & SHANGHAI	"BOOCHOW"	On 14th Dec.	DL
SWATOW & BANGKOK	"SUIYANG"	On 14th Dec.	DL
SWATOW & SINGAPORE	"TEAN"	On 16th Dec.	DL
SWATOW & SINGAPORE	"KIUNGCHOW"	On 17th Dec.	DL

SHANGHAI LINE.—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fuhow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken as through bills of lading to all Yangtze and North China ports. Passengers for Shanghai do not receive to ship at Wusung.

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AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Due to arrive at Hongkong about	Due to sail for Manila, Port Rango, Thursday 12, Rabaul & Ana. Ports about
"TAIWAN"	15th December	20th December

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of ice fresh provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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£66.

NEXT SAILINGS.

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S.S. "NUMIDIA"	...	Sails about 22nd December
S.S. "VENETIA"	...	Sails about 1st Jan. 1925
S.S. "LACONIA"	...	Sails about 22nd Jan.
S.S. "FIUME"	...	Sails about 1st Feb.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'AOSTA"	...	Sails about 8th December
S.S. "HIPPO"	...	Sails about 2nd Jan. 1925
S.S. "BOASTRA"	...	Sails about 7th Jan.
S.S. "NUMIDIA"	...	Sails about 2nd Feb.
S.S. "VENETIA"	...	Sails about 7th Feb.
S.S. "LACONIA"	...	Sails about 28th Feb.
S.S. "FIUME"	...	Sails about 27th Mar.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMTALI"	...	Sails about 31st December.
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FROM HONGKONG BY DIRECT ROUTE

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USSS "WEST CAJON"	...	Leave Hongkong 6th Dec.
USSS "WEST CAJON"	...	Due Hongkong 13th Dec.
USSS "WEST CAJON"	...	Leave Hongkong 11th Dec.

Cargo accepted for Transshipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Ports.

TO MANILA, SINGAPORE, ZAMBOANGA AND OBU.

USSS "WEST SIQUANA"	...	Due Hongkong 20th Dec.
USSS "WEST SIQUANA"	...	Leave Hongkong 18th Dec.

TO MANILA, ILOILO, OBU AND ZAMBOANGA

USSS "WEST PROSPECT"	...	Due Hongkong 27th Dec.
USSS "WEST PROSPECT"	...	Leave Hongkong 25th Dec.

Through Bills of Lading issued to all Ports not served.

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